

State Route 126 Corridor Improvement Project  
Public Hearing, December 11, 2012  
Kingsport Civic Center Auditorium  
Public Comment Form - Attachment

**Part 1 -**

B-Modified has the least impact and makes the smallest footprint through the community while providing the road improvements that have been needed for many years. Plan A (the complete four lane option) is complete overkill. I have been a resident of this community for many years and I am very familiar with the traffic problems on SR126. Everyone seems determined to blame the roadway for causing all the fatal and personal injury automobile crashes. This is absolutely absurd and makes just about as much sense as the recent statement by THP management that the significant increase in fatal crashes on Tennessee highways in 2012 was brought on by the mild weather in January and February last year. It seems that the weather was the only thing that could be blamed because apparently their methods and interventions failed terribly. Fatal crash reductions during the previous years were probably due to intangible factors related to the economic recession more than anything else. Statistically speaking contributing factors related to roadway design and construction are rare. Motor vehicles are safer now than ever before due to advancements in engineering, design, materials, passive safety devices, etc. Contributing factors related to driver condition and behavior are what is seen most often in serious highway traffic crashes. Wider lanes, a center turn lane and wide paved shoulders would certainly make the road safer for all residents, motorists, pedestrians, law enforcement and other emergency first responders. In my opinion a four lane highway would do nothing but invite dangerous driving behavior. The instances of speeding, reckless driving, distracted driving, etc. would likely increase because of the perceived built-in safety of such a roadway. SR126 does need some long overdue upgrades but we should stop blaming all of the serious crashes on the roadway and focus more on driver condition and behavior. An aggressive enforcement effort directed at statistically proven high crash areas has always been the best remedy. As it is now SR126 is not a safe place for law enforcement officers to mount such a proactive safety campaign.

**Part 2 -**

Plan A (the complete four lane option) requires too much property and would completely change the look and character of the community. Plan B reduces the impact through much of the community but still requires relocating family graves and/or Yancey's Tavern Historic Site. I am opposed to disturbing either of these for the sake of a four lane road. A four lane road is simply not needed.

**Part 3 -**

I think all of the concerns I had about this project were properly addressed at the public meeting at the Kingsport Civic Auditorium.

January 31, 2013

I am writing on behalf of my mother Ms. Margaret L. Davis, who lives at 4505 Stagecoach Road in the neighborhood called Preston Woods. My name is Kimberly Davis, and I am a registered Civil Engineer (TN 22990) with experience in NEPA studies (including Environmental Impact Studies), highway design, and environmental/natural resource protection. My family's residence is approximately 200' north of the stretch of road between 0.6 mile of this segment from Harbor Chapel Road to east of Old Stage Road (identified as segment 3 on page 63). I will be referring to this segment in all of my comments below. Preston Woods is comprised of homes built from the 1950s to the 1990s, and lots are typically 1/2 to 1 1/2 acres in size.

**Ms. Davis and I would like to go on record as wanting the *No-Build* alternative.** However, in the likely event that TDOT goes forward with Alternative A or B, I recommend that **(1) consideration be made to include a sound barrier above Preston Woods in segment 3, and (2) Alternative B be selected.**

First of all, we are concerned that none of the supporting studies listed on page 206 of the DEIS are available on the TDOT web site. Mr. Gary King kindly sent me a copy of the Noise Evaluation Update, which is the report I was primarily interested in reading. However, it is worth noting that pertinent project studies are linked on other TDOT projects, such as the James White Parkway SR-71, SR-18, and the Sommerville Beltway, for example.

My comments that follow deal primarily with projected traffic noise from SR 126 and the need for a sound barrier. I also am very concerned about the extensive removal of trees at the roadside that currently help reduce some the harsher aspects of living near a highway, such as noise, visual blight, and poor air quality.

To begin my technical observations with regard to road noise, I would like to address terrain considerations along the segment of interest (segment 3). I have attached a topographic map showing the area of segment 3 where Ms. Davis's house is located (Attachment 1). Where the terrain forms a valley between a proposed road and the NAC B receptors,<sup>1</sup> noise levels will be greatly increased over situations when the terrain is fairly level, because ground adsorption is not present to attenuate the sound. In conditions like this, noise levels are generally projected to be at least 3 dBA more than in typical situations with level terrain. Noise will be further increased by the proposed deforestation along long stretches. In Ms. Davis's case, the right-of-way (ROW) appears to extend at least 110' down the heavily wooded hill from the existing road and toward her house, despite the DEIS stating the cross section is only 160 feet in this segment – which would allow for only 50' on each side. Did TDOT take any of these terrain characteristics into consideration?

Within the rectangle drawn on Attachment 2 (duplicated on Attachment 1), I count at least 50 houses that will clearly be impacted by greatly heightened noise. However, the closest measurement taken to Preston Woods was on Trinity Lane (Rec 23), and moreover, **was recorded outside of a "worst hour" as required by TDOT's own noise policy** for determining whether noise levels exceed NAC.<sup>2</sup>

As a long-time resident of this address, I can report that noise levels rise considerably during the afternoon commute and rarely abate until later into the evening. Therefore, this Trinity Lane measurement taken at 2:23 PM was likely woefully underestimated at 60 dBA. In fact, I would estimate that this is probably the *quietest* time of the day for that stretch of road, so the fact that levels are expected to rise to 65 dBA by the design year indicates to me that the actual design year sound level could potentially greatly exceed NAC. I also think that holding this area to such a stringent standard for justifying barriers (67 dBA) seems unreasonable, especially when the James White Highway project noise study in Knoxville found that barriers were justified for levels ranging from 46-67 dBA (also NAC B receptors).

The inclusion of sidewalks in segment 3 on the 0.6 mile of this segment from Harbor Chapel Road to east of Old Stage Road seems needlessly excessive, and would only serve to increase the cross section of disturbed area -- thus unnecessarily requiring removal of existing vegetation that currently acts as a sound barrier. As I have mentioned above, there are currently no business, nor residences connected by driveways to SR 126 on the north side of the road. And apparently after construction, all residences will be wiped out on the south side of the road, as well. Where would the pedestrians come from, and where would they be walking to, in the first place? Moreover, if traffic counts increase as TDOT projects, it will be an extremely unpleasant environment in which to

<sup>1</sup> The average slope drop-off for the first 150 feet from the road for this section is estimated to be 30%.

<sup>2</sup> Rec 23 was measured from 2:23 to 2:42 PM. Two other measurements, Rec 12 and Rec 22 were also outside of "worst hour."



walk. The sidewalks will just impose an increased maintenance burden on the city, and will likely be a very low budget priority resulting in unsightly, broken sidewalks after only a few years.


I have attached a screen shot of a typical area from mile markers 380-383 on I-40 in Knoxville that is protected by a 1.2 mile-long sound wall (Attachment 3). These are not densely built neighborhoods, and in many cases are quite similar to Preston Woods in density and age of houses. They were also built after I-40 was constructed in the 1960s, which leads me to believe that the policy dictating that residences pre-date "initial highway construction" is somewhat flexible. Just as roadside I-40 noise and pollution gradually increased over the years to barely tolerable levels, SR 126 has also become a much more heavily traveled road over the past 30 years, as more and more people commute to new outlying neighborhoods and the airport. My primary residence is in an extremely urban environment near downtown Knoxville where I am accustomed to sirens, construction sounds, distant I-40 noise, etc., and when I visit my Kingsport residence, I am continually astonished by the noise in Preston Woods from SR 126. It is much, much greater than when I was a child in the 1960s-1970s, and already comparable to sound levels in any urban area.

Although the feasibility of a sound barrier is dismissed by the DEIS and the Noise Evaluation due to the entirety of SR 126 not being a "limited access facility," the area above Preston Woods is actually quite amenable to construction of a barrier, due to the fact that it is uninterrupted by ANY driveway or road on the northern side of SR 126 for 0.7 mile (if the Trinity Lane entrance is relocated). This is partly due to the "steep side-slopes" (as described on page 21 of the DEIS) along this stretch, which would greatly hinder future roadside development. The construction of such a barrier would not only be appreciated by Preston Woods residents as a way to attenuate noise and maintain quality of life, but also to prevent the inevitable drop in property values due to unbearable traffic noise emanating from SR 126 after it is widened.

Finally, I would also like to dissuade TDOT from connecting Trinity Lane to Greenspring Circle as shown in "Alternative B Modified." Although this is (curiously) not discussed anywhere in the DEIS, it is simply shown on the map. Preston Woods is an old, cul-de-sac style neighborhood of stately homes, and it simply does not make sense to take property from 4407 and 4411 Greenspring Circle for this uncharacteristic roadway entry point.

In conclusion, I have the impression that TDOT is only including the No-Build alternative to meet federal guidelines, and will likely choose Alternative A or B. In the case that TDOT moves forward with either of these "build" options, I would strongly suggest that consideration be made to include a sound barrier above Preston Woods in segment 3, for the reasons stated. I also think that a divided highway with a grass median is overkill – thus our preference for Alternative B with the 3-lane road. This would reduce the amount of land that needs to be disturbed in the ROW and reduce expenditures for turf maintenance. Also, please give further consideration to exploring the expansion of public transportation (i.e., rail) throughout Tennessee. This would serve to lower Tennessee's extremely high per capita automobile fatality rate (15.8 per 100,000 people as compared to 10.4 per 100,000 nationally) and would allow TDOT to be far more accountable to Tennesseans in the use of our limited public dollars for the long term.

Thank you for entering our comments into the record, and we will be following this project with interest.

 For Ms. Margaret L. Davis

Kimberly L. Davis, Ph.D., P.E.  
Ms. Margaret L. Davis (aka Ms. Robert E. Davis)  
4505 Stagecoach Road  
Kingsport, TN 37664  
(423) 247-4537











## Project Comments

TN Dept. of Transportation  
Suite 700, James K. Polk Bldg  
505 Deaderick St.  
Nashville, Tn 37243-0332

I would like to have the following comments entered into the official public record of the State highway 126 expansion project.

The Indian Springs community is a unique community that has much historical significance. Historical Yancey's Tavern is on one end of the community and old historically significant private homes dot the entire area. The very name "Indian Springs" denotes there was an actual spring in this area that was used by the Indians who inhabited this location prior to the arrival of the white settlers. Many families that still live in Indian Springs are descendents of the first white settlers to arrive in what is now Sullivan County.

Many of the community's street names bear names of Indian tribes. There are several locations within the Indian Springs area where Indian artifacts have been found. This is a close-knit community that is civic minded; they have worked for years to insure that this is a school/church/neighborhood/small business community. To divide this community by building a four-lane highway through the middle of it would devastate the quiet neighborhoods that surround highway 126. Many school buses run to the elementary school from the nearby neighborhoods. With a four lane these buses would have to travel this highway with additional traffic and higher speeds. The present highway doesn't interfere with local traffic to and from the school which is only about 100 yards from the present roadway. The school area is also home to many athletic fields and Ruritan property. Churches are scattered along this roadway, thus much of the present traffic is local community, school, business or church traffic. Bring in a four lane and it will



add much additional traffic traveling at greater speeds combining with family cars and school buses. This could result in more tragedy than has already occurred.

Please, make the highway safer – which is a good thing. Please don't wreck havoc with a wonderful community—keep it intact, not divided by 4 lanes of traffic. Please preserve the historic aspects of this area also. Thank you for allowing me, a teacher at Indian Springs Elementary School for twenty-three years to tell you that you don't want to divide this community.

Sincerely,

A handwritten signature in cursive script that reads "Ann Seeger". The signature is written in dark ink and is positioned above the typed name and address.

Ann Seeger  
517 Woodmere Dr.  
Kingsport, Tn 37663  
Dec. 4, 2012



Your Name: Linda Allen

Date: 12-11-12

Mailing Address: 230 Spurgeon Rd  
Blountville TN 37617

County of Residence: SULLIVAN

Phone Number (optional): 423-863-3944

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

Place  
Stamp  
Here



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

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**Which describes your primary interest in the project?**

☒ Affected resident    ☐ Affected landowner    ☐ Affected business    ☐ Concerned citizen

**For additional project information:**

Visit the TDOT website at [www.tn.gov/tdot/SR126/involvement.asp](http://www.tn.gov/tdot/SR126/involvement.asp)  
Or contact Gary King, TDOT Project Manager at [Gary.King@tn.gov](mailto:Gary.King@tn.gov)  
Or (615) 741-4777




**State Route 126 Corridor Improvement Project  
Public Hearing, December 11, 2012  
Sullivan Central High School  
Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

**Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)**

☐ No Build (no improvements to existing roadways)

☒ Build Alternatives; Circle A or  or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

*Feel its the Safest plan - B Modified*

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

*Prefer Alternative B - Do not want the Cemetery Disruption*

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below



Your Name: JOHNNY M. BROWN

Date: 12/11/2012

Mailing Address: 124 Sugarcane Lane  
Blountville, TN 37617

County of Residence: Sullivan

Phone Number (optional): 423-323-5054

E-mail Address (optional): Johnnybro@embargmail.com  
\*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Nashville, TN 37243-0332



Johnny & Iris Brown  
124 Sugarcane Ln  
Blountville, TN 37617-4889

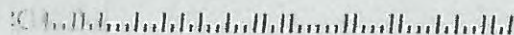
JOHNSON CITY TN 376

17 DEC 2012 PM 2:00



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

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**Which describes your primary interest in the project?**

☒ Affected resident   ☒ Affected landowner   ☐ Affected business   ☒ Concerned citizen

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Or contact Gary King, TDOT Project Manager at [Gary.King@tn.gov](mailto:Gary.King@tn.gov)  
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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

B modified offers the least amount of change and hopefully this could be completed in the shortest time and the lowest cost. ~~long~~ This may not be the best design, however it is very important "to get started" and include long term goals. Like most engineering projects, none are perfect and need contingency funding and some design changes as the project proceeds to completion.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

A great deal of work has gone into the existing stages of planning with a great deal of effort toward designing safety and performance into the overall project. The overall ~~to~~ final completion of this project is going to take years. The community needs to have those parts of the project which offer "Quick Fixes."

**What concerns do you have about the environmental impacts of the project addressed in the DEIS?**

**Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

This project is not like building a house. Priorities ~~should~~ of parts of the project to be completed should be ~~best~~ based on safety and added ~~to~~ performance. Cost is very important but "getting started" and prioritizing ~~for~~ parts of the project to quickly improve "safety" and "performance" is most important!!!

(Sullivan Central High School)



Your Name: Cathy Dean

Date: 12-11-12

Mailing Address: 1013 Cedar Hills Dr.

Church Hill, TN 37642

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): cld1717@yahoo.com

Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
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Nashville, TN 37243-0332

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**Project Meeting Comments**  
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**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
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**Which describes your primary interest in the project?**

☐ Affected resident

☒ Affected landowner

☐ Affected business

☒ Concerned citizen

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**Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)**

☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; **Circle** A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

my family will remain at peace in the Garden of Devotion  
at East Lawn  
THANK YOU for Re-evaluating the project

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

I prefer no Retaining wall @ East Lawn

However - No Build will Suit many Concerned Citizens

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☒ Air Quality Impacts

☒ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☒ Other(s) - Please described below

My family is buried in the Garden of Devotion at East Lawn  
Cemetery - My mother, my maternal grandparents and  
extended family. I DO NOT WANT THEIR GRAVES Disturbed!

(Sullivan Central High School)



Your Name: DAVID J. DOTTS  
COMMERCIAL MAINTENANCE SYSTEMS LLC  
Mailing Address: 5372 MEMORIAL BLVD

Date: 12-11-12

5376 MEMORIAL BLVD KINGSFORD, TN 37664

County of Residence: SULLIVAN

Phone Number (optional): 423-341-0192

E-mail Address (optional): COMMAINTSYSLLC@GMAIL.COM \*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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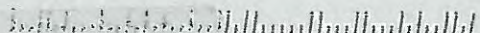
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### Sullivan Central High School

### Public Comment Form

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☒ Build Alternatives; Circle A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

I BELIEVE THAT THIS ROAD SHOULD BE 4 LANES FROM I-81 TO KINGSPORT (ALL 8.4 MI). I BELIEVE THAT THERE SHOULD BE TRAFFIC LIGHTS AT ALL MAJOR INTERSECTIONS ON THIS HIGHWAY TO REDUCE SPEED AND ALLOW FOR EASY ACCESS TO THE NEW HIGHWAY. I DON'T THINK SIDEWALKS ARE IMPORTANT DUE TO THE FACT THAT THIS IS A HIGHWAY TRAVELLED ROAD. THE TRAFFIC LIGHTS WOULD ALSO ~~KEEP~~ KEEP SEMI-TRUCK TRAFFIC TO A MINIMUM. THE MAIN REASON I CHOOSE ALTERNATIVE A WITH 4 LANES ON ALL 8.4 MILES IS THE FUTURE GROWTH OF OUR AREA.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

I WOULD SAY TAKE WHAT YOU NEED TO MAKE IT 4 LANES. IT IS WHAT IT IS, GROWTH, IF YOU BUILD THE ROAD TO SMALL THEN IT WILL HAVE TO BE DONE AGAIN IN THE NEAR FUTURE. TRAFFIC IS AT AN ALL TIME HIGH AND WILL GET WORSE. I WILL LOSE MY HOUSE AND BUSINESS AND HAVE TO RELOCATE BUT THE SACRIFICE WILL BE SMALL FOR A BETTER, SAFER, ROAD TO ~~BE~~ DRIVE ON. LET'S MOVE FORWARD WITH THIS PROJECT AS FAST AS WE POSSIBLY CAN SOMETHING NEEDS TO BE DONE.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS?**

**Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

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(Sullivan Central High School)



Your Name: Erwin Holman

Date: 12-11-12

Mailing Address: 180 Graveltop Rd  
Blountville, TN

County of Residence: Sullivan

Phone Number (optional): 423-323-5019

E-mail Address (optional): eholman@chartertn.net

\*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Project Comments  
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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

Road is not ~~prop~~ problem; ~~lack~~ lack of local enforcement is problem

Once the Road is straightened & widened you will make it into a dragstrip ~~ex~~ unless you add ~~to~~ Law Enforcement.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

Do not close off one end of Graveltop Road. Closing one end will increase school bus traffic trying to turn at end of newly closed road. Two buses come through there now and just barely have room to pass as it is.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

closing one end of Graveltop does not meet project goals since it increases traffic on Graveltop; ~~the~~ increases emergency response time to Graveltop ~~area~~, increases mail delivery time due to backtracking needed.

During winter Graveltop is used as detour for icy Road conditions.

(Sullivan Central High School)



Your Name: TERRY O. + CARRIE S. LARKINS Date: 12-11-12

Mailing Address: 4912 Memorial Blvd  
Kingsport, Tenn 37664

County of Residence: SULLIVAN

Phone Number (optional): 423 367-5803 or 423-367-5805

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

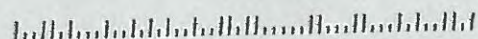
JOHNSON CITY TN 376

12 DEC 2012 PM 2



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

37243\$0332



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**Which describes your primary interest in the project?**

☒ Affected resident    ☐ Affected landowner    ☐ Affected business    ☐ Concerned citizen

**For additional project information:**

Visit the TDOT website at [www.tn.gov/tdot/SR126/involvement.asp](http://www.tn.gov/tdot/SR126/involvement.asp)  
Or contact Gary King, TDOT Project Manager at [Gary.King@tn.gov](mailto:Gary.King@tn.gov)  
Or (615) 741-4777



**State Route 126 Corridor Improvement Project  
Public Hearing, December 11, 2012  
Sullivan Central High School  
Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

**Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)**

☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; Circle **(A)** or **(B)** or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

There has been FOUR WRECKS in my Drive way  
Something needs to be done promptly it is like  
playing Dodge ball getting out of our Drive way

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

Listen TO people That Live on the Road go by  
what They Tell you of The Dangers the blind spots  
And Hills A lot of Vehicles need a place to  
pull off For emergencies

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? if so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

No



Your Name:

Ron Porter

Date:

12-11-12

Mailing Address:

197 Samlode Rd.  
Blt. Tn - 32617

County of Residence:

Sullivan

Phone Number (optional):

423-323-4383

E-mail Address (optional):

\*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
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Nashville, TN 37243-0332

Place  
Stamp  
Here



**Project Meeting Comments**  
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**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

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☐ Build Alternatives; **Circle** A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

Just go ahead quickly  
& build it. 4 lanes

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

all the way

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below



Your Name: Rena Robinette Date: 12/11/12

Mailing Address: 387 Holston Dr,  
Blountville, TN 37617

County of Residence: Sullivan

Phone Number (optional): 423-323-5420 OR 408-0061

E-mail Address (optional): NONE

\*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Fold at this line second

**Which describes your primary interest in the project?**

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(area involved) Relatives buried @ East Lawn  
own plot  
myself.

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Please list reasons for choosing your preferred alternative (Please Print Clearly).

Do NOT want any graves effected at ALL. Why not have Red lights at various places such as Cook Valley Hill at East lawn entrance, etc. Consider making road from Stone Rd to Tri City air port. Much better plan.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

Leave graves alone!  
Why not go back to DR Road proposed from Stone to Tri-City Airport?

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☒ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☒ Other(s) - Please described below

East lawn Cemetary graves  
The wall proposed would impact beauty of area & view of cemetary!



Your Name: DONNA MCCOY

Date: 12/11/12

Mailing Address: 5974 Hwy 126  
BLOUNTVILLE TN 37617

County of Residence: SULLIVAN

Phone Number (optional): 423-323-1889

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on

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**Suite 700, James K. Polk Building**  
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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

No impact to graves  
Not an over-build

Worries that 4-lane will actually increase safety hazards, allowing opportunities for speeding, lane changes + increased truck traffic.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

I like the proposed changes to "odd-angle" intersections, and addition of turn lanes.

Please make sure to address vertical curves  
Thank you for Shoulders!!

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☒ Other(s) - Please described below

impacts to graves + homes



# Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild  
December 11, 2012

**In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road.** This upgrade is critical for safety and now is the time to implement. A three lane upgrade will also be significant cost, but I do not feel is adequate to meet the need. Please support doing the project the right way now and it will then take us well into the future.

Sign name: [Signature]  
Print name: Scott George  
Address: 4005 Foxfire Lane  
Kingsport, TN 37661  
  
Date: 12/11/12



# Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

**In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road.** This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

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Sign name:

Arved Harding

Print name:

Arved Harding

Address:

282 Blackburn Rd  
Blountville, TN 37617

Date:

12/11/12



Comments concerning SR-126 (Memorial Boulevard) from East Center Street in the City of Kingsport to I-81, Sullivan County

A public meeting on this project was scheduled for March 22, 2012, but was cancelled and per the TDOT website has not been rescheduled yet. The following comments are respectfully being submitted for your consideration just in case I am not able to attend the public meeting when it is rescheduled.

I have several concerns about closure of one end of Graveltop Road as part of this project. I live on Graveltop Road and also own a parcel of property that adjoins SR-126. All the concerns below have a negative impact on the residence of Graveltop Road and its adjoining streets.

The TDOT project webpage lists several items as needs for the project, one being **"Improved access for school busses is needed."** Closing one end of Graveltop Road means that busses must make a trip along the road and then double back to exit Graveltop Road. This will mean more bus traffic for the narrow road and double the bus for that street from two busses twice a day to two busses four times a day. Thus increasing the time that students have in riding the bus as well as increases gas cost to the Sullivan County school system and every county taxpayer.

**"Improved mail delivery is needed."** By closing the east end of Graveltop Road the mail delivery in our area and anywhere after Graveltop Road will take longer as the mail carrier now enters Graveltop from the east entrance and exits the west entrance. Under the proposed layout the mail carrier will have to go past all the houses on Graveltop and turn at the cul-de-sac before delivering any mail on this road.

**"Improved response time for emergency equipment is needed."** Emergency equipment responding to the residents in the Graveltop Road area comes from the Blountville direction. Once the closest access to Blountville is closed, response time will increase for residence alone Graveltop and its adjoining streets.

**"The geometry of the roadway needs to be improved."** Changing the alignment and grade for the section of SR-126 between the access points for Graveltop Road will be an improvement especially during the winter months. Vehicles are consistently sliding into the ditch and hillside during snow and icy conditions under the current alignment and grade. When this occurs a quick and easy detour is through Graveltop Road. By closing one end of Graveltop, this detour will no longer be available for normal traffic and emergency equipment. This could be a problem if the improved geometry is not enough to prevent icy slide-offs.

I support most of the proposed changes to SR-126 with the exception of the closure of one end of Graveltop Road. The closure will negatively impact the residents in the Graveltop Road area and should be addressed in the Final Environmental Impact as not meeting the needs of this project.

Erwin D. Holman 180 Graveltop Road, Blountville, TN

*Erwin D. Holman 12-11-12*



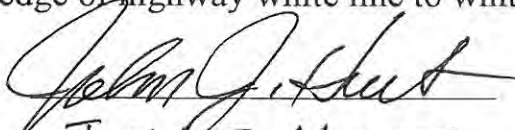
## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild  
December 11, 2012

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Sign name:



Print name:

JOHN J. HURT

Address:

363 Lakecrest DR.  
Kingsport, TN 37663

Date:

12-11-12



5336 Foxfire Place  
Kingsport, TN 37664  
December 11, 2012

The four lane plan for Highway 126 worries me for many reasons. As a taxpayer, I think it is way too expensive. It would take land from every property along the road. This would reduce the number of people using the road.

The Yancey's Tavern is an historic property which should be preserved, but would be subjected to visual and noise impacts, at the very least.

As a frequent driver on Highway 126, I do not want a four lane road. People see such a highway and drive as fast as they do on interstates. Drivers entering from cross roads have to wait longer to enter the road safely. We will be demanding stoplights next. The higher speed leads to more serious accidents.

A four lane road would be so wide that it would have to be built on fill. This causes maintenance problems as has happened on the road up to Bays Mountain Park. That road has recently been fixed because it was sliding off the side of the mountain.

The alternative to that is removing part of Chestnut Ridge and building an oppressive retaining wall. The wall also could collapse onto the road.

The road would take a long time to build. Drivers would stop using it and our businesses would close. Therefore, it would not be needed.

What I would like to see is an improved two lane road from Old Stage Road to near I-81. It should have wider shoulders, reflective paint edging the lanes, guard rails, occasional turn lanes and pull-offs for emergencies. Some of the intersections should be realigned to be perpendicular instead of acute angles. Possibly, some of the humps and valleys in the road could be leveled out.

If TDOT builds an improved two lane road, it can remain a neighborhood road with houses and businesses located along it. Please do not duplicate Stone Drive and Ft. Henry Drive.

Julie Hyatt



## Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

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I have lived in the Indian Springs community 45 years and have heard the plans were to 4-lane SR 126 all the way from Kingsport to I-81 and now the time is right to get this safe, improvement on the agenda by the politicians who control road building in Tennessee. My children and now grandchildren use this highway daily. I don't need to repeat the number of many deaths from wrecks on this highway.

Thank you!

Sign name:

Keith Johnston

Print name:

KEITH JOHNSTON

Address:

405 KILKENNY RD  
KINGSPORT,  
TN 37664

Date:

12-11-12



## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

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Sign name: William C Kelly

Print name: William C Kelly

Address: 465 Canton Rd  
Kpt, TN 37663

Date: 12/11/2012



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Memorial Blvd./SR 126 Highway Rebuild  
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Sign name:

Doug Russell

Print name:

Doug Russell

Address:

1211 Imperial Dr  
Kingsport, TN 37663

Date:

12/11/12



Environmental Impact Meeting  
Feedback Statement to TDOT  
Memorial Blvd./SR 126 Highway Rebuild  
December 11, 2012

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Signed: Anne Laure F. Smith  
Printed: Anne Laure F. Smith  
Address: 5110 FoxFire Trail  
Kingsport, TN 37664  
  
  
Date: 12/11/2012

12/11/2012



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Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

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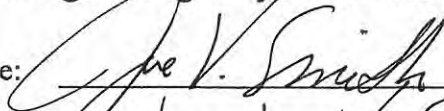
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Sign name:

Print name:

Address:

Date:

  
Joseph V. Smith  
5110 Foxfire Trail  
Kingsport, TN 37664  
12-11-12



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Sign name: Deane Somers  
Print name: Diane Somers  
Address: 5309 Joffrey Pl  
Kingsport In 37664  
  
  
Date: 12/11/12



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Sign name: Henry Somers  
Print name: Henry Somers  
Address: 5309 Fortine Place  
Kingsport, TN 37664  
  
Date: 12/11/2012



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Sign name: Jerry C. Teague

Print name: JERRY C. TEAGUE

Address: 517 COLONIAL HGTS. RD.  
KINGSPORT, TN 37663

Date: DECEMBER, 11, 2012

# Environmental Impact Meeting Feedback Statement to TDOT

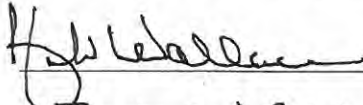
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Sign name:



Print name:

BOB WALLACE

Address:

1234 Morning Dove Dr

KINGSBORT TN

Date:

12-11-12



Your Name: IRIS BROWN Date: 12-12-12  
Mailing Address: 124 Sugarcane Ln.  
Blountville, TN 37617  
County of Residence: Sullivan  
Phone Number (optional): \_\_\_\_\_  
E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on  
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Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
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Nashville, TN 37243-0332

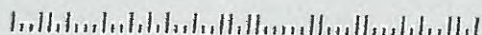
JOHNSON CITY TN 376

17 DEC 2012 PM 1 T



**Project Meeting Comments**  
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**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372430332



Fold at this line second

**Which describes your primary interest in the project?**

☐ Affected resident ☐ Affected landowner ☐ Affected business ☒ Concerned citizen

**For additional project information:**

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Or contact Gary King, TDOT Project Manager at [Gary.King@tn.gov](mailto:Gary.King@tn.gov)  
Or (615) 741-4777



**State Route 126 Corridor Improvement Project**  
**Public Hearing, December 11, 2012**  
**Sullivan Central High School**  
**Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

**Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)**

☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; Circle A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

Please just do something — We have discussed this Road for 20 years — Please Remember, Nashville, East Tennessee is A part of Tennessee also!

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

Not only is 126 one of most dangerous Roads in TN. but probably one most discussed by everyone "Get it done"

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

EVEN 3 lanes + shoulders would help safety + save lives

(Sullivan Central High School)



Your Name: CALVIN CLIFTON

Date: 12.12.12

Mailing Address: 1108 FIDDLERS WAY  
KINGSPORT TN 37664

County of Residence: SULLIVAN

Phone Number (optional): 423.349.6488

E-mail Address (optional): cliftoncdce@hotmail.com  
\*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

Place  
Stamp  
Here



0001608448 DEC 12 2012  
MAILED FROM TN 37243-0332



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

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**Which describes your primary interest in the project?**

☐ Affected resident    ☐ Affected landowner    ☐ Affected business    ☒ Concerned citizen

**For additional project information:**

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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

THE "B MODIFIED" ALTERNATIVE ADDRESSES THE  
PRIMARY CONCERN WHICH IS SAFETY & CAUSES THE  
LEAST AMOUNT OF IMPACTS. ITS ALSO LESS  
EXPENSIVE THAN THE OTHER OPTIONS.  
A 4 LN CROSS SECTION IS NOT NEEDED THROUGH  
THE ENTIRE CORRIDOR. CAPACITY IS NOT A MAJOR  
ISSUE.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

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**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

- |   |   |
|---|---|
| <input type="checkbox"/> Impacts to Natural Resources         | <input type="checkbox"/> Noise Impacts                                |
| <input type="checkbox"/> Impacts to Communities/Neighborhoods | <input type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input type="checkbox"/> Impacts to Farmlands                 | <input type="checkbox"/> Floodplain Impacts                           |
| <input type="checkbox"/> Air Quality Impacts                  | <input type="checkbox"/> Other(s) – Please described below            |

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(Sullivan Central High School)



Your Name: Sandra Annie Gamble

Date: 12/12/2012

Mailing Address: 4507 Tanglewood Drive  
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): 423 361 2965

E-mail Address (optional): bicyclechick@hotmail.com

\*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

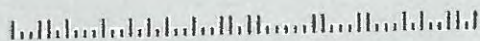
JOHNSON CITY TN 376

13 DEC 2012 PM 14



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

37243\$0332



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**Which describes your primary interest in the project?**

☒ Affected resident    ☒ Affected landowner    ☐ Affected business    ☒ Concerned citizen

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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

Less invasive of my property, less disturbance to gravesights of historic buildings, it straightens the "curves" on the west (most beautiful part) of 126, less invasive for my neighbors property also. Makes more sense to fill the area ~~road~~ north in the Harlow Chapel to Old Stage Road than dig into the South bank of Memorial Blvd. However that area of road doesn't really need much of anything just satisfying State Road demands. etc. sidewalks, bike lanes.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

Removal of so many trees & houses. (In my immediate area) I do understand there are certain parameters that have to be in place for road installation. Plan B Modified will change Tanglewood Drive by removal of trees of encroaching 126 closer to me & my 3-4 neighbors.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS?**

**Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☒ Impacts to Natural Resources  
☒ Impacts to Communities/Neighborhoods  
☐ Impacts to Farmlands  
☐ Air Quality Impacts

☒ Noise Impacts  
☒ Impacts to Historic/Archaeological Resources  
☐ Floodplain Impacts  
☐ Other(s) - Please described below

Generally speaking, change is hard for everyone. Not withstanding, the loss of life some people have had to make within their families due to the death of loved ones on this road. I look forward to a safer road & dread it at the same time. Not having immediate family in the East Lawn Burialyard its impossible for me to relate to the people complaining about the moving of grave sites. Mr Moody had a point on (Sullivan Central High School) where most accidents occur, That should be addressed for changes particularly in those areas. Thank you. Annie Gambly



Your Name: Louisa Jackson Date: 12-13-12

Mailing Address: 4408 Green Spring Circle  
Kingsport, TN 37664 // after 12-15-12 it will change to

County of Residence: Sullivan + City 100 Netherland Lane #405  
Kingsport, TN 37660

Phone Number (optional): will change

E-mail Address (optional): louisajackson@gmail.com \*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
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Nashville, TN 37243-0332

JOHNSON CITY TN 376

14 DEC 2012 PM



**Project Meeting Comments**  
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**Tennessee Department of Transportation**  
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**505 Deaderick Street**  
**Nashville, TN 37243-0332**

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☐ Build Alternatives; **Circle** A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

As this road is widened, my house will lose great value. I am planning to sell my house soon & need the money from it to live on. If the road comes close to my house I assume you will buy ~~the house~~ I live at 4408 Green Spring Circle with the tennis courts.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

Leaving off the sidewalks + bicycle paths is obvious. I have lived here 55 years the only wreck I know of between Harbor Chapel Rd + Old Stage Road was a woman who died at the wheel of car & crashed into our tennis fence. AND there is less traffic as you reported. So why do it?

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

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☒ Impacts to Communities/Neighborhoods  
☐ Impacts to Farmlands  
☐ Air Quality Impacts

☐ Noise Impacts  
☐ Impacts to Historic/Archaeological Resources  
☐ Floodplain Impacts  
☐ Other(s) – Please described below

It is a waste of taxpayer money.  
Who is pushing for this??



Your Name: ROBERT WATSON

Date: 12/16/2012

Mailing Address: 322 Bridwell Heights Road  
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
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Nashville, TN 37243-0332

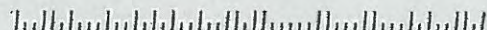
JOHNSON CITY TN 376

17 DEC 2012 PM



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372430332



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**Which describes your primary interest in the project?**

☐ Affected resident ☒ Affected landowner ☐ Affected business ☐ Concerned citizen

**For additional project information:**

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☐ Build Alternatives; Circle A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

*This alternative seems to meet the objectives of the project (purpose) at lowest cost with fewest negatives.*

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

- Concerned about maintaining traffic flow during construction.*
- Concerned about duration of construction phase.*
- Concerned about controlling speeds, once completed. I travel Route 126 daily and observe speeds well above posted limits all along the corridor. (10-20 mph above limits)*
- Concerned about safety of turns from side roads on to 126.*

**What concerns do you have about the environmental impacts of the project addressed in the DEIS?**

**Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☒ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Sullivan Central High School)



Your Name: Paul Bodenweiser

Date: 12-17-12

Mailing Address: 220 Hollydale Dr.  
Kingsport, TN 37663

County of Residence: Sullivan

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
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Nashville, TN 37243-0332



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**505 Deaderick Street**  
**Nashville, TN 37243-0332**

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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

No displacement of graves and leaves Yanceys Tavern "As is."  
Also seems to handle traffic needs from Kingsport to residential  
needs while still discouraging large truck traffic over  
Chesnut Ridge.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

A ~~full~~ full four lane entire distance would only encourage  
higher speeds the entire distance.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

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☐ Impacts to Farmlands

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☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Sullivan Central High School)



Your Name: Mr. & Mrs. DONALD W. COLE

Date: 12-17-2012

Mailing Address: 235 OAK ST.

BLOUNTVILLE TN. 37617

County of Residence: SULLIVAN

Phone Number (optional): 423-534-9344

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

JOHNSON CITY TN 37601

21 DEC 2012 PM 1:17



**Project Meeting Comments**  
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**Nashville, TN 37243-0332**

372430332



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(CEMETARY GRAVES)

WE HAVE NO PROBLEM AND WE SUPPORT THE STATE ROUTE 126 CORRIDOR IMPROVEMENT PROJECT, AS LONG AS THE CEMETARY GRAVES ARE NOT DISTURBED.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

MY CONCERNS ARE DISTURBING OUR FAMILY GRAVES

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

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☐ Noise Impacts

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☐ Floodplain Impacts

☐ Air Quality Impacts

☐ Other(s) – Please described below

(Sullivan Central High School)



Your Name: Earl Carter

Date: Dec 20, 2012

Mailing Address: 728 Rock Springs Dr  
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on

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Project Comments  
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Nashville, TN 37243-0332

NORTHEASTERN  
TN 37664  
07 JAN 2013 PM



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**Nashville, TN 37243-0332**

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family in graves that would be affected  
safety concerns for family members and friends who travel  
that highway  
Do not want road over built to protect historic value

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

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☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Sullivan Central High School)



Your Name: Bill Anderson

Date: 12/21/2012

Mailing Address: 5317 Foxfire PLACE  
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

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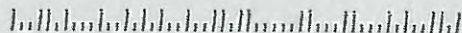
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372430332



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☒ Build Alternatives; **Circle** A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

*I BELIEVE the proposal will provide adequate and safe access to the City and I-81 from my residence.*

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

*THERE ARE IMMEDIATE NEEDS THAT NEED TO BE ADDRESSED prior to building.*

*CONSIDER SPEED CAMERAS - if they are operated by the state and not under contract with a for profit company. These could be an intrusion or tool of law enforcement.*

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

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☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below



Your Name: EDDIE BRICKEY

Date: 12/26/2012

Mailing Address: 4516 OLD STAGE RD  
KINGSPORT TN 37664

County of Residence: SULLIVAN

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ \*Please make sure to include your name and/or address on your submitted comments form in order to be included in the official record.

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Project Comments  
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KNOXVILLE TN 377  
29 DEC 2012 PM 2 L



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**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372434332



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**Which describes your primary interest in the project?**

☐ Affected resident    ☒ Affected landowner    ☐ Affected business    ☐ Concerned citizen

**For additional project information:**

Visit the TDOT website at [www.tn.gov/tdot/SR126/involvement.asp](http://www.tn.gov/tdot/SR126/involvement.asp)  
Or contact Gary King, TDOT Project Manager at [Gary.King@tn.gov](mailto:Gary.King@tn.gov)  
Or (615) 741-4777



**State Route 126 Corridor Improvement Project**  
**Public Hearing, December 11, 2012**  
**Sullivan Central High School**  
**Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

**Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)**

☐ No Build (no improvements to existing roadways)

☒ Build Alternatives; Circle A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

COST, RIGHT-OF-WAY REQUIRED, RESIDENTIAL + BUSINESS DISPLACEMENTS,  
GRAVESITES, YANCY'S TAVERN

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

THERE IS NO NEED FOR SIDEWALKS BETWEEN HARBOR CHAPEL RD. AND COOKS VALLEY RD.,  
NOR BETWEEN ISLAND RD. AND HILL RD. THE PROPOSED 6 FT PAVED SHOULDERS  
ARE ADEQUATE FROM HARBOR CHAPEL RD. TO HARR TOWN RD. THE PROPOSED  
10 FT SHOULDERS (8 FT PAVED) FROM HARR TOWN RD. TO NEAR CAROLINA POTTERY  
DR. SHOULD BE REDUCED TO THE SAME 6 FT. PAVED SHOULDERS.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☒ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Sullivan Central High School)



Your Name: Sharon Carter

Date: Dec 31, 2012

Mailing Address: 4637 Old Stage Rd  
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): ewc-src@yahoo \*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NORTHEASTERN  
TN 376 4 L  
07 JAN 2013 PM



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372430332



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**Which describes your primary interest in the project?**

☐ Affected resident ☒ Affected landowner ☐ Affected business ☐ Concerned citizen

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☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; **Circle** A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

graves that would be affected and property that  
adjoins 126. Also concerns about safety if overbuild  
occurs with truck traffic on 4 lane to Kpt.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

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☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Sullivan Central High School)



Your Name: FRED McMURRAY

Date: 1-7-2013

Mailing Address: 5104 MEMORIAL BLVD  
KINGSPORT TN 37664

County of Residence: SULLIVAN

Phone Number (optional): 423-288-7139

E-mail Address (optional): NONE

\*Please make sure to include your name and/or address on

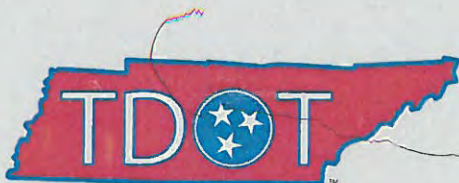
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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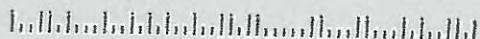
Project Comments  
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Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

POSTMARK  
TN 376-4 L  
07 JAN 2013 PM



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372430332



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**Which describes your primary interest in the project?**

☒ Affected resident    ☐ Affected landowner    ☐ Affected business    ☐ Concerned citizen

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Or (615) 741-4777



**State Route 126 Corridor Improvement Project  
Public Hearing, December 11, 2012  
Sullivan Central High School  
Public Comment Form**

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**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

THERE NOTHING WRONG WITH 126 IT THE WAY  
PEOPLE DRIVE THIS RD. SPEED CELL PHONE CELL PHONE  
TEXTING DRUNK DRIVERS I SAF ON MY FRONT PORCH AND  
I CAN TELL YOU WHAT WRONG WITH THE RD

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

WIDEN SHOULDERS A LITTLE AND PAVE THEM OUT  
UP SOME MORE GUARD RAILS STRAIGHTEN OUT THREE  
CURVES ON CHRISTOPHER RIDGE LEAVE THE RD ALONE  
DONT WAST MONEY ON SOMETHING YOU DONT NEED.

P.S. DONT LISTEN TO TONY SHIPLEY

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☒ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☒ Impacts to Farmlands

☒ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☒ Floodplain Impacts

☐ Other(s) – Please described below

I DONT WANT TO LOOSE MY HOUSE  
I AM TO OLD TO MOVE AND TRY TO BUY  
A NEW HOUSE ON A FIX INCOME

(Sullivan Central High School)



Your Name: Jerry Petzold

Date: 1-11-13

Mailing Address: 125 Hawley Road  
Blountville, TN 37617

County of Residence: SULLIVAN

Phone Number (optional): 423-677-2486

E-mail Address (optional): JerryPetzold@aol.com \*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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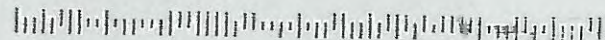
Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NORTHEASTERN  
TN 37617  
22 JAN 2013 4 PM



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372430332



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**Which describes your primary interest in the project?**

☐ Affected resident    ☐ Affected landowner    ☐ Affected business    ☒ Concerned citizen

**For additional project information:**

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**Sullivan Central High School**  
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☐ Build Alternatives; **Circle** A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

Speed is the Killer. Widen shoulders & Fix curve  
and distance visibility. LEAVE LANES AS they ARE.  
I live behind Central High - Have driven 126 day, night,  
SUNDAY, RAIN Twice A DAY Since 1982.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

To Slow traffic add STREET lights the total distance and  
INSTALL traffic signals at key roads. This slows  
traffic and keeps awareness in mind.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

I'm the developer of Old Island off Island Road.  
We got city to install STREET lights from Memorial  
Blvd to old island about 1 mile. IT has slowed  
traffic day & night even with the narrow curvy  
country trail roads. The Jerry Petal at 423.677.2486

(Sullivan Central High School)



Your Name:

CHRISTOPHER HERNANDEZ

Date:

01.20.13

Mailing Address:

5315 MEMORIAL BLVD  
KINGS PORT, TN 37064

County of Residence:

SULLIVAN

Phone Number (optional):

423.217.8988

E-mail Address (optional):

\*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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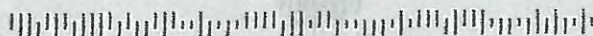
Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

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TN 37064 TN  
JAN 2013 PM



**Project Meeting Comments**  
**Attn: State Route 126 Corridor**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

372430332



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☐ Affected resident

☐ Affected landowner

☐ Affected business

☐ Concerned citizen

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- ☒ No Build (no improvements to existing roadways)  
☒ Build Alternatives; Circle A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

I WOULD ASK THAT ONLY THREE LANES BE BUILT THROUGH MY SECTION OF 126 I DO NOT BELIEVE ANY OF THIS WILL REDUCE THE FACILITIES ON THE HIGHWAY I WATCH THE TRAFFIC CONSTANTLY AND THERE ARE NO CARS OF TRUCKS AS I WRITE THIS I DO NOT WANT A BICYCLE LANE BUILT SO FOLKS CAN RIDE THEIR BIKES UP TO MY HOUSE WHILE I'M AT WORK TO BREAK-IN AND I BOUGHT THIS HOUSE SO IS WHEELERS CAN DRIVE ON HIGHWAYS NOT SHORT CUT IN FRONT OF MY HOME.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

MY CONCERN IS THAT THE CONFISCATION OF MY FAMILIES PROPERTY IS NOT OF CONSTITUTIONAL PRACTICES THIS ROAD WILL ONLY INCREASE THE SPEED OF CARS TO RUN OVER MY CHILDREN IN THEIR FRONT YARD, IF THE ROAD IS BUILT THE OPPOSING SIDE OF THE ROAD SHOULD BE UTILIZED BECAUSE THOSE HOMES ARE FURTHER FROM THE HIGHWAY THAN ME. AND I BELIEVE SPEED BUMPS SHOULD BE UTILIZED TO SLOW TRAFFIC AT POSTED SPEED

**What concerns do you have about the environmental impacts of the project addressed in the DEIS?**  
**Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Impacts to Natural Resources         | <input checked="" type="checkbox"/> Noise Impacts                                |
| <input checked="" type="checkbox"/> Impacts to Communities/Neighborhoods | <input checked="" type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input checked="" type="checkbox"/> Impacts to Farmlands                 | <input type="checkbox"/> Floodplain Impacts                                      |
| <input checked="" type="checkbox"/> Air Quality Impacts                  | <input type="checkbox"/> Other(s) – Please described below                       |

(Sullivan Central High School)



Your Name: Cathy Dunn

Date: Jan 21 2013

Mailing Address: 2356 WOODRIDGE AVE  
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-246-9583

E-mail Address (optional): wrenlywren007@aol.com \*Please make sure to include your name and/or address on your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332



**Project Meeting Comments**  
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**Suite 700, James K. Polk Building**  
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**Nashville, TN 37243-0332**

3724330332

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Enlarging 126 will make cars speed - I live + across from Chestnut Ridge. The commercial truck traffic will be worse.  
Chestnut Ridge should be allowed to remain. I live on a cut through street - WOODBRIDGE AVE - that is to become a MAIN street to Orebank/Memorial. Kingsport MPO won't give us any protection - no speed bumps, etc. You have to live a rich neighborhood. We have a day school + several homes on this road.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

INCREASED SPEED! If TDOT would get some of those cameras that generate \$100.00 fines - ~~you~~ we would see decreased speed.  
NO retaining walls for Chestnut Ridge. NO BODY SNATCHING

**What concerns do you have about the environmental impacts of the project addressed in the DEIS?**  
**Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Impacts to Natural Resources         | <input checked="" type="checkbox"/> Noise Impacts                                |
| <input checked="" type="checkbox"/> Impacts to Communities/Neighborhoods | <input checked="" type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input checked="" type="checkbox"/> Impacts to Farmlands                 | <input type="checkbox"/> Floodplain Impacts                                      |
| <input checked="" type="checkbox"/> Air Quality Impacts                  | <input type="checkbox"/> Other(s) - Please described below                       |

I AM already staging a MOVE. + it will NOT BE IN SULLIVAN COUNTY WHERE THERE IS SUCH FANATIC REPRESENTATION by the opportunistic parasites that have made 4 lanes 126 their grandstand.



Your Name: KENNETH W. HOLLAND

Date: JAN. 31, 2013

Mailing Address: 484 CANTERBURY DR.  
BLOUNTVILLE, TN 37617

County of Residence: SULLIVAN

Phone Number (optional): 423-323-8161

E-mail Address (optional): KHOLL8161@aol.com \*Please make sure to include your name and/or address on  
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments  
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TN 376 4 T  
31 JAN 2013 PM



**Project Meeting Comments**  
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☒ Build Alternatives; Circle A or B or B Modified

**Please list reasons for choosing your preferred alternative (Please Print Clearly).**

I HAVE A SON BURIED IN EAST LAWN CEMETERY, NEAR THE ROADWAY.  
I WOULD PREFER HIS GRAVE NOT BE DISTURBED, AND THAT YANCEY'S  
TAVERN ALSO BE LEFT INTACT.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

I WOULD STILL PREFER THE 4-LANE ALL THE WAY OPTION IF THE ROADWAY  
BE RE-ROUTED TO MISS THE CEMETERY AND TAVERN. I WONDER IF IT WOULD BE  
POSSIBLE TO RE-ROUTE THE ROADWAY TO THE SOUTH SIDE OF THE CEMETERY?  
THE BY-PASSED PORTIONS OF THE ROADWAY COULD THEN BE LEFT AS LOCAL  
STREETS TO ACCESS THE CEMETERY, HOMES AND BUSINESSES.

**What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.**

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

YANCEY TAVERN AND CEMETERY.





**Tennessee Department of Transportation**  
**Public Hearing Sign-In Sheet**  
**Kingsport Civic Center Auditorium**

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Cherie Castleberry	5042 Country Dr.	Resident	eaglecjc@aol.com	423-323-2074
Frank Castleberry	5042 Country Dr.	Resident		323-2074
Rann Vandy	405 Wine Circle	Resident		323-5742
Vickie Jones	3836 Memorial Blvd	Resident		288-2939
William Weaver	125 Hill Rd	Resident		323-7189
William Barnes	5316 Lonesome Pine Rd	Resident		323-8062
Herren Floyd	229 Lakeview Circle	Resident		239-5455
Scott Boyd	130 Island St	City of Kingsport		229-9444
Vinton Hoyle	4500 Old Stage	" " "	skiphoyle@gmail.com	288-3529
Dave Stauffer	220 Southridge Dr	Blountville	staufferconst@centurylink	323-2454
Panda Stauffer	" " "			
Jim Ayers	4822 Memorial Hwy	Resident	ayj02008@gmail.com	423-671-9208
Beth M. Brown	1201 Hwy 1			423-246-1224
Kathy Parham	3509 Celtic		KMParham@chartertn	257-8618
Wendy Gordon	326 Wine Cir.	Resident	wengordon@hotmail.com	423-292-8099
Dexter R. Harvey	4860 Memorial Blvd	Resident	dexrharv@chartertn.net	423-288-4874





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
LUTHER MINOR	5012 MEMORIAL BLVD	Resident		1-276 940-1631
ROD SCHUTT	EDENS VIEW RD	RESIDENT		
MIKE E McGivine	3978 MEMORIAL BLVD	Resident		423-246-2385
Shel L. Payne	3913 Leaf Pt	Resident/Agency		423-229-9441
Michael Blair	4519 Memorial Blvd	Resident		919 628 2572
Matthew Lane		Kpt Times News		423-393-1378
Kimberly Strouth	5013 Memorial Blvd	Kingsport, TN		423-212-0505
Gary Arciter	801 Harmony Rd	Jonesborough, TN		423-348-2225
Chai'g Gibson	4856 Edens View	KINGSPORT, TN,		
Jam Browder	1726 Foxtail Lane	Kpt, TN 37660		423-578-6763
Eden Patten	418 Silver Lake Rd	Church Hill 37642		423-276-8256
Judy Roach	3919 Skyland	Kingsport 37664		423-241-8212
Todd Dickson	5022 Country Dr	Resident	toddj.dickson@gmail.com	423-323-8874
DENNIS WIMS	2129 Southgate Dr	Kpt, Plan Comm	dennis@cityofkingsport.net	423-288-5625
Susan Owenby	5149 Spring Hill Dr	Kpt 37664		423-288-2775
MIKE BRACKEN	1523 CHILWORTH FERRY	BLOUNTVILLE		423-340-2376
Brenda Herndon	4606 Harbor Dr	Kingsport		423-288-5601





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

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11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
James S. Jefferson	KINGSport	Resident	Jim Soar Jeff @ AOL.com	—
Dennis P. Salyn	NPT	Resident		
Ellen L. Sims	KSPt	Resident	ellensims@charter.net	
Marcella A. Clark	KSPt		cloggingmac@yahoo.com	
David Miller	Kpt	Resident	Dmillerlaw@comcast.net	
Michael Thompson	Kingsport	City Rep.	MichaelThompson@Kingsporttn.gov	224-2748
Gene & Howard Chapman	Kpt	Resident	—	247-4256
Joe Ladd	Kpt	Resident		288-1728
Steve Bell	Kpt	Resident, Business	masonrybysteve@gmail.com	423 737-3123
Rodney Hurd	Kpt	Resident	hurdproperties@charter.net	
Eugene & Patry Ashmore	Hobbs St-King	Resident		288-4886
Douglas Tate	Ingomsville	Resident		327-3062
DAUG LIGHT	KPT	Resident	LightMD@NAX.NET	246-1104
Donna & James	Memorial Blvd	"		245-1715
Walter Owenby	5149 Spring Hill Dr. Kingsport	Resident	wowenby@charter.net	288-2779
Paul Helto	Cascade St Kpt	Resident		288 3513
Tom Zedner	408 Archercrest	Resident	Zedner 01@charter.net	383 9292





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Mark Robinson	183 Church Hill TN			357-7938
E. Ray Judd	4102 J.A. CHERRY CT. KPT.			239-9478
Don Helmer	WJEW Radio			
Chris Craig	3211 N. Roan, J.C.	1 <sup>st</sup> TN RPO		
Patsy Harrison	673 Lynn Rd Bldg TN 37617			
Ronald D. Harrison	673 Lynn Rd		rdharrison@chartertn.net	423-646-7902
Wm W. MUNDEN	1621 Belmont Dr. Kpt. TN		bill@mundens.com	423-247-6221
Ernest Brooknum	3980 Memorial Dr Kpt.	R		423-230-0541
Brenda Brown	6140 Templeton Rd Kpt.	R	bcb349@charter.net	423-349-0108
Edward Brown	"	R	"	"
Grace Crawford	5424 Lone Star Dr. Kpt.	R	"	423-349-7028
Lou ANN Davis	1729 Va. Ave Kpt.	R		423-247-7598
John Hunt	3136 Kirtland Ave. Kpt.	R		423-239-9650
Arnold Fletcher	4534 Grace Dr Kpt 37664			288-5364
Eva Fletcher	"	"		288-5364
Tonya Quinn	3029 CLAPS. DR KPT	BWSIOWA	PJGRIUS@aol.com	967-3473





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

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Date:

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Time:

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Name/Title	Address	Agency/Resident	Email Address	Phone Number
John Ray	4879 Memorial Blvd	Resident	hhi ray@aol.com	423-288-7671
Powell Kidd	1795 Island Rd	Resident	PKidd@ Charter.net	423-276-6352
ALLAN NEWLAND	5301 LONESOME PINE	RESIDENT	A NEWLAND@CHARTER.NET	423-344-2235
Matthew J Johnson	125 Wonderland Dr.	Resident/Commissioner	matthewjohnson@REASANI.com	423-782-8722
Jackie Martin	3821 Gelstar Dr	Kingsport, TN	four JACKSONE@EMBARQ.net	423-246-4504
CHRISTIAN LACEY	4601 MEMORIAL	LACEY INS. SERVICE	ChrisM43@aol.com	288-6161/288-5917
Phewey E. Harless	1025 Hartes St.	Resident	gsharless@gmail.com	247-5286
Shirley Harless	1025 Hartes St.	owns property @ 5225	gsharless@gmail.com	247-5286
<del>Carol Mae</del>				
Carol Mae	5040 Memorial Blvd			
Chuck R Griffin	5108 Memorial Blvd.	Cassidy UMC	cwgriffiniii@gmail.com	202-2890
Salara Thomas	917 Harrison Rd			323-7824
Mary McBride	3978 Memorial Blvd	Resident		246-2385
Lylyr Milham	5040 Memorial Blvd	Resident		378 9152
Ed Leeper	3996 Memorial	owner Apts		239-8925
Craig Moody	4713 Mem.	OWNER		588-5386
T. Smith	116 Islet	owner		323-0712





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

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Date:

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Time:

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Name/Title	Address	Agency/Resident	Email Address	Phone Number
Mark Bowery	3713 Memorial Blvd	Resident	mark@boweryins.com	(423) 446-0226
Barbara McKay	4928 Memorial Blvd	Resident		288-2698
Gary Manis	4501 Old Stage Rd	Resident	—	416-8178
CARL L DEVAULT	796 ISLAND RD	RESIDENT	"	323-5636
SAM MOODY	5105 MEMORIAL	RESIDENT		384-9196
Bobbie Spriggs	6899 Chestnut Ridge Rd	Resident		288-4182
Carl Ray	4879 Memorial	"	RAYSEARCHER@AOL.COM	288-7071
Pat Miller	3849 Bridge Line Dr.	"		245-3726
Gene J. Snapp	706 Cole Hollow Rd	"		323-9114
John Brown	3916 Memorial Blvd	Resident		246-8789
Jewel Hamilton	1304 Lamont St	Resident		247-6383
Doug Hamilton	" " "	"		" "
Ryan McReynolds	718 Yuckling	City of Kingsport		229-9471
Sharon Carter	4637 Old Stage Road	Resident	ewc-src@yahoo.com	737-1690
Julie Hyatt	5336 Foxfire Pl.	Resident	jkshyatt@centurylink.net	343-0067
Rose Lane	4216 Skyland Ln	Resident		306-9315
Steve Gadsen	3411 Hwy 126	County Mayor		





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

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Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Leonard P. Minor	7595 Waters Edge Rd	Duffield, Va 24244		276-940-1631
Charlotte Wade	4400 Briarwood Rd	Kingsport TN 37664	423-288-5974	
Wilmer DUNN	5001 Memorial Rd	Kpt TN 37664		288-3650
Burt Lawson	5005 Shannon St	Kpt TN 37664	blawson@charter.net	323-5704
John E. Hill	3600 Memorial	Kpt. TN. 37664	Karew524@charter.net	423-378-3101
Tod Weaver	121 Hill Road	Kpt. TN. 37664	tweaver2@charter.net	423-360-3259
Bethie Orshole	5116 Memorial Blvd.	Kpt. TN. 37664		
Harold Somers	5309 Furlow Place	Kingsport TN 37664	harsomers@hotmail.com	423-212-0666
Mark E. Addington	263 Old Cocks Valley Rd	Kingsport TN 37664	Addington1@chartertn.net	423-288-7202
Tom Galli	804 Rock City Rd	Kpt TN 37664		323-4993
Craig Dye / Fire Chief	145 Chippendale Sq	Kpt TN 37660	dye@Kingsporttn.gov	229-9444
Matthew Vaughn	1046 CATAMBA ST	KPT, TN 37660		423 145-3809
Tim W Buckner - Farm Bureau	3417 Memorial Blvd	Kpt. TN		
Judy Murray	804 Rock City Rd	Kpt TN 37664	Roanwoman@aol.com	323-4993
Meeradevi Sudanshanan	3109 Memorial Blvd	Kpt 37664	alkasa@yahoo.com	246-8148
Arvid Hagg	282 Blackburn Rd	Blountville 37617	aharding@eastman.edu	323-0965
George Coleman	4573 Skycoach Rd	Kingsport 37664	sgcoleman@chartertn.net	288-9085





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
<i>Gene DeBorja</i> RANDY DODSON	<i>1445 East 12th</i>	MATERN & CRAIG ENG.		<i>288-3544</i>
DERWIN CARTMEL	235 SHORT LN KIT			239-3700
JOLLY HILL	4407 GREENSPRING		JG-HILL@aol.com	246-7246
MIKE HARBIN	351 TWIN HILLS DR			341 5423
ALAN D. HOCUSTEAR	136 LESLIE CRT			
<i>B. Gaddy</i>	<i>5684 Bell Rd</i>			
ROSS KINGDON	1714 SKYLAND FALLS COURT			241-7794
ALAN ANDRUS	44 DUNWOODY CT			
John Hollowell	4613 Harbor Dr.			(423)247-5051
Jim Von Brummen	1408 Brightwing DR. none		jvonbrumen@yahoo.com	246-9003
Charlotte Ellis	1089 Big Hollow Rd (P.O. Box 899)		<del>frances</del> frances@earthlink.net	323-4933
CHARLES A SIPE	4409 STAGECOACH RD. Blountville			423-285-6700
Michael Elliott	110 HARTOWN RD	Resident	ehli242@yahoo.com	423-344-4687





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Gladyz Roberts	5141 Red Robin	R		423/ 288-6585
Wanda Marie Harold	2801 Chime St	R		423-288-4331
John C Johnson	210 GREEN TREE BLVD	R		423-384-9492
Ramy W. Jones	4801 MEMORIAL BLVD	R		288-9715
Billy Leather	1957 Island Rd.	R		341-6085
Steve Surgeon	206 MOODY LN	R		323 5016
Elena Grills	238 S. Mayore	R		245-6947
Chris Campbell	201 W Market St	Kingsport MTPO	MTPO@KingsportTn.gov	224-2670
Judy Conkin	109 Running Deer Dr	Kpt R		
Gena Conkin	1	R		
Ronald Holtzclaw	5132 Red Robin Ln	R		
Michael A. Curre	Kingsport	R		(423) 328 4355
Phyllis Cox	2321 Amy Ave. Kpt.	Resident		276-646-3708
Linda Sulzer	1202 SUSSEX DR	R - Kpt		
Don Cheek	5308 FORGIE PL			676-5493
Bruce Rayson	221 Traca Ct	Kingsport	RAYSON@charter.net	









# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Karen T Boatright	4824 Sunbright Dr.		kboatright@charter.net	423 502-5849
Ray Hobb	5364 Memorial Blvd			423-914 1874
Keith Johnston	405 KICKENNY RD		RKSANDGLORIA@GMAIL.COM	423-323-8956
Malcolm + Marie Jones	4633 Old Stage Rd			423 246-4072
Steven Hale	3914 Leaf Pt			
Susan Lodal	3501 Memorial Blvd.		pnlodal@aol.com	247-1002
Larry Laughlin	3950 Memorial Rd		lwismbs@yahoo.com	963-2457
Tim Whaley	225 West Center Street	City of Kingsport	TimWhaley@kingsport.tn	229-9413
ED MARSH	106 Eglantine Blvd TN	Sullivan County Commissioner	EdMarsh@Yahoo.com	423 367-4722
JOE PARROTT			jpcivil@charter.net	423 794-9416
Sandra Farrow	4220 Skyland Lane		phil/sanfarrow@gmail.com	288-2055
Patrick W. Shull	1338 Belmeade Dr.	Sullivan County Commissioner	patchull175@aol.com	423-245-6697
Kathleen Beine, MD	4515 Brookridge Dr.	resident	kbeine@tricon.net	423-863-3304



**Tennessee Department of Transportation**

## Public Hearing Sign-In Sheet

**Kingsport Civic Center Auditorium**

**Meeting Topic/Purpose:**

**Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County**

Date:

**Tuesday, December 11, 2012**

**Time:**

**11:30 am to 1:30 pm**

[illegible]





**Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County**

**Tuesday, December 11, 2012**

**11:30 am to 1:30 pm**

[illegible]



# STAFF/AGENCY



## Tennessee Department of Transportation

### Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name	Title	Agency	Email Address	Phone Number
Randy Plummer	ROADWAY SPECIALIST 2	TDOT DESIGN REG. 1	randy.plummer@tn.gov	865-594-2429
Mark Nagi	Community Relations Officer	TDOT	mark.nagi@tn.gov	865-594-0161
Mark Long	Carpenter	TDOT		
Gary King	Project Manager	TDOT	gary.king@tn.gov	615-741-4777
Jennaleigh Stack	DEBRA DEBIV	TDOT		
Martha Carver	HISTORIAN	TDOT	martha.carver@tn.gov	615-253-2461
KATHERINE LOONEY	"	"	katherine.looney@tn.gov	615-481-2719
Tammy Sellers	"	"	Tammy.Sellers@tn.gov	615-741-5367
Jeff Turner	Rdwy Spec Sup 1	TDOT	Jeff.N.Turner@tn.gov	865-594-2442
Debbie Morgan	"	"	Debbie.S.Morgan@tn.gov	865-594-2475
Sonya Sneed	Chief Acquisitions	TDOT/ROW	sonya.sneed@tn.gov	865-594-2485
Amber Warren	Roadway Sp. II	TDOT/ROW Engr.	Amber.Warren@tn.gov	865-594-2474
Jason Farmer	Op. Sp. SVI	TDOT/Construction	jason.Farmer@tn.gov	423-928-6857
Randy Busler	OS3	TDOT REG 1 Const	randy.busler@tn.gov	865-594-2408
Tim Jones	ELECT	TDOT		865-591-1849
Phil Addison	ROW APPLICATOR	TDOT-ROW	Phil.Addison@tn.gov	423-928-3462
Theresa Hogler	Right of Way III	TDOT ROW	theresa.hogler@tn.gov	423-928-3462



# STAFF/AGENCY



## Tennessee Department of Transportation

### Public Hearing Sign-In Sheet

### Kingsport Civic Center Auditorium

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

11:30 am to 1:30 pm

Name	Title	Agency	Email Address	Phone Number
STEVEN HEAD	R.O.W. Agent 3	R.O.W. T.DOT	Steve.head@tn.gov	(423) 926-1637
LEIGH ANN TRIBBLE	ENV PROGRAM ENGR	FHWA	LeighAnn.Tribble@dot.gov	615-781-5760
STEVE ALLEN	PROJECT PLANNING	TDOT	Steve.Allen@tn.gov	615-741-2203
LOKS OMISHANKIN	ASST COMMISSIONER	TDOT	Loks.Omishankin@tn.gov	615-741-5741
LIZ SMITH	PROJECT PLANNING	TDOT	ELIZABETH A. SMITH@tn.gov	615-532-3200
RALPH COMER	Asst Bureau Chief	TDOT	Ralph.Comer@tn.gov	615-741-5539
Amanda Snowden	Reg. 1	TDOT		
Steve Borden	"	TDOT		
STAN KING	Reg. MGR	F&H	sking@flobut.com	615-631-5322



**Tennessee Department of Transportation**

## Public Hearing Sign-In Sheet

**Kingsport Civic Center Auditorium**

**Meeting Topic/Purpose:**

**Corridor Public Hearing: SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County**

Date:

**Tuesday, December 11, 2012**

Time:

**11:30 am to 1:30 pm**

[illegible]



**Tennessee Department of Transportation**

## Public Hearing Sign-In Sheet

**Sullivan Central High School**

**Meeting Topic/Purpose:**

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

**Tuesday, December 11, 2012**

Time:

**6:00 pm to 8:00 pm**

[illegible]









**Tennessee Department of Transportation**  
**Public Hearing Sign-In Sheet**  
**Sullivan Central High School**

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Gene W. Amis/Ole Miss	113 Holioath Hill			323-8829
CALVIN CLIFTON				
Kath Val Elton	Peers			
Nendi Neelkegge	Hwy 126			323-2260
Lisa Brown	Hwy 126			
Tom Hoyle	4409 Green Spring	Kingsport		245-2596
Cynthia Smith				
Ann Lamm Smith	5110 FoxFire Trail	Kingsport, TN 37664	alsmith51@earthlink.net	863-6809
Katrina Price	210 Emory Hill Rd.	Bltn. TN 37617	katrinaprice@yahoo.com	
Jim Fuller	264 Cain Dr.	K/omtrillo, TN		278-0397
Chris Campbell		Kpt MTPD		





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Betty Feathers	1957 Island Rd	R.		403 341-6085
Margaret Roller	325 Sunnyside <sup>St</sup>	37644 R.		
Frank Roller	Kpt. TN.			288-7136
Deloris Cole	Blk. TN.			
Donnie Cole	"			534-9344
Jinda Allen	Blk TN	R.		
Anne C. Overbay	Kingsport, TN.			
Judy Murray	Kpt TN			
Tom Goetz	Kpt TN			323-4993
MARILYN BENTN	143 HARTOWN <sup>BLOANTVILLE</sup> RD			323-1988
Robert Watson	322 Bridwell Hts Rd	Kpt TN		
Steno + Kathleen McBall	4839 Memorial Blvd.			737-3123
Steno Ball	104 Lemay	4839 memorial Blvd		737-3123
Sharon Carter	728 Rock Springs Drive	Resident		349-7953
Shawn Auwood	279 Coak Valley Rd	"		288-5642
Jackie Auwood	"	"		
Vinton Dayle	4500 Old Stage	"		285-3529





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Diane Somers	5309 Jorjue	Kpt	dsomers@charter-tn.net	423-218-0664
Vicki & Jeff Wilson	5100 Memorial	Bld Kpt		423-288-3634
Charlotte Dade	4400 Briarwood Rd	Kingsport TN	dade4133@charter.net	423-288-5974
Douglas Dade	4400 Briarwood Rd	Kingsport TN	"	423-288-5974
Tom Dougherty	364 Barger Hollow	Blountville, TN		423-742-3145
Jackie Martin	3821 Gelatax Rd	Kpt.		
Georgette Reed	205 Manteguma Rd	Kpt 37664		423-571-7591
Erwin Holman	180 Graveltop Rd	Blountville 37617	eholman@charter-tn.net	423-323-5019
Michael J. Wilson	105 N. 1st St	Kpt 37660		782-8702
Tim McCoy	5974 Hwy 126	Blountville, TN 37617	timccoy@charter.net	423-323-1889
Chris Hernandez	6316 MEMORIAL	Kingsport, TN	JACKOLATER@AOL.COM	423-217-8988
Frank Martin	1128 Kucheler Dr	Kingsport TN		423-239-5268
James Shea	—	Bristol, TN		276-645-2510
Annie Gumble	4507 Tanglewood	Dave Kingsport	bicyclechick@hotmail.com	423 361 2965
Carol Piner	5951 Hwy 126	Blountville		423 323 8219
Max Winegar	233 HART TRAIL Rd.	Blountville		423-202-1020
Patsy Leonard	360 Poor Hollow Rd	Kingsport		423-288-6756





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

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Time:

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Dannie Moady	3621 Hazel St	Self		541-2880
Cathy Dear	5232 morning			359-4403
Linda Fein	436 Cantelina Dr.			323-8423
Rena Robinette	387 Holston Dr.	Self		323-5420
DANNIE JONES	405 ROXANA D	Self		
Cles Cox	429 Kilkenny Rd			764-1465
Phillip Bur	762 WEDGEWOOD RD	Self		
Kenneth Timmons	5300 FARMER RD	"		391-3020
Bill Campbell	5609 Arapaho	Self		323-8516
Wendell Lowe	1437 Hyde St.	Self		863-2049
Bill Anderson	5317 Foxfire Pl	Self		212-0125
James M. Price	5951 Hwy 126 Blount.	Self		323-8249
Bentley Price	5951 Hwy 126 Blount.	Self		323-8249
Paul Woot	125 Kelly Ln			534-8612
Mike McNamee	5 Pondexter Pl	Kingsport		289-664
Jerry Petzoldt	125 Hawley Rd	Blountville		6772486
Robert O'Leary	328 CAIN DR	Res		323-9885





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

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6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Lennis France	4745 Memorial	Asphalt	Lennis France@yahoo	423-288-7339
Randall English	5236 Memorial	Resident	Randye@englishconstruction.com	423-323-3342
LENN C. BENTON JR	143 HARTWELL DR	RESIDENT	LENNARBENTON@CHARTER.NET	323-1988
Paul Bodenweiser	220 Hollydale Dr	Transit Road	PAUL@MAXCAL.NET	423-534-4691
Caci McCoy	5974 Highway 126	Resident		423-782-9877
Doris Luckadoo	149 Silverleaf Ct	Resident		276-0049
Bob Luckadoo	"	"		"
Melissa Graham	4637 Old Stage	Resident	accord-chic@yahoo	423-671-0511
KEN PATE	3913 FOXFIRE LN	Resident	dakota3913@yahoo.com	423-323-8247
BRENDA PATE	3913 FOXFIRE LN	Resident	dakota3913@yahoo.com	423-323-8247
KEN HOLLAND	484 CANTERBURY DR	RESIDENT	KHOLL8161@aol.com	423-323-8161
Alan Novak	141 Rocky Branch Rd.	Resident	gnovak@centurylink.net	423-323-8009
Johnny M. Brown	124 Sugarman LN			423-323-5054
WENDY GORDON	MORNING HEARING	- CIVIC AUDITORIUM		
Nina Jones	529 Chadwell Rd	resident		2882359
BARBARA PUCKETT	4800 Memorial Blvd Kingsport TN			323-6879
JOE V. Smith	5110 Fox fire Trail Kingsport, TN		jvsmith@embargo.com	288-4660





**Tennessee Department of Transportation**  
**Public Hearing Sign-In Sheet**  
**Sullivan Central High School**

**Meeting Topic/Purpose:**

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

**Date:**

Tuesday, December 11, 2012

**Time:**

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Frank Memmery	5104 Memorial			
(Name) Larkin	4912 Memorial Blvd			
TERRY LARKINS	4912 Memorial Blvd		TERLARK@CHARTERTN.NET	
Fred W. Johnson	125 Wonderland Dr.			
EDDIE BRICKEY	4516 OLD STAGER RD	OWN PROPERTY		
Bernard L Smith	769 Island Rd		blsmith01@aol.com	323-5752
Tracy Massie	5400 Memorial Blvd.			
S. Diney Bryant	103 Natchez Lane			
C.H. Bryant	100 Huron Cir.			
DAVID J DOTT	5372 MEMORIAL BLVD	RESIDENTIAL / OWNER		423-341-0192
COMMERCIAL MAINT. SYS. LLC	5376 MEMORIAL BLVD	COMMERCIAL / OWNER		423-341-0192
Ralph Tilghman	5428 Lonesome Pine Rd			323 7608
Phil Chapman	254 Catamount Ln	PROPERTY OWNER	Chapjow.l@att.net	212-0708





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Brenda Minnick	4880 Memorial Blvd.			288-6963
Kim Minnick	4880 Memorial Blvd.			288-6963
Bart Purr	210 EMORY HARRIS DR.			
RON PORTER	197 Sanyola Rd. B-1 TN.			
Thomas Moore	5360 Memorial Blvd			967-4053
Carlotta Paulsen	4501 Stagecoach Rd		cpaulsenboaz@charter.net	423 378 9361
<del>Chadwell</del>	529 Chadwell Rd			





# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet

### Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

6:00 pm to 8:00 pm

Name/Title	Address	Agency/Resident	Email Address	Phone Number
Scott Mendenhall	161 Wernbeck Dr	Kingsport TN 37664		
ALLAN NEWDAVID	5301 LONESOME PKWY	KPT TN 37664	ANFLWLAN@CHARTER2TN.NET	423-341-223
Jay Schleg	1017 TIPTOP AVE	KPT 37665		423-276-1687
Sarah Holman	180 Graveltop Rd	Blountville, TN 37617	sholman1953@yahoo.com	423-323-5019
Phil Holman	509 Hill Rd	Kingsport 37664		423-323-8846
Vance Ramsey	5614 Hwy 126	BLOUNTVILLE, TN		423-323-8362
Tami Bledsoe	112 Holiday Hills Rd	Kingsport, TN	TamiA@charter.net	423-288-3274
Linda Martin	1128 Bachelor Dr	Kingsport, Tenn		423-239-5268
MARK GAMBLE	4507 Tanglewood Dr	KINGSPORT TN	dmnothimagen@chartertn.net	423-782-9525
Freda Haulbeck	3429 Page St	Kpt. TN		423-765-0746
Jerry Haulbeck	3429 Page St	Kpt. TN		423-765-0746
Cathy Genn	2356 Woodridge	Kpt TN	wrenlywren007@aol.com	423-246-9583



**Tennessee Department of Transportation**

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**Tuesday, December 11, 2012**

Time:

**6:00 pm to 8:00 pm**

[illegible]



**Tennessee Department of Transportation**

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**6:00 pm to 8:00 pm**

[illegible]



# STAFF/AGENCY



## Tennessee Department of Transportation Public Hearing Sign-In Sheet Sullivan Central High School

Meeting Topic/Purpose:

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

Tuesday, December 11, 2012

Time:

6:00 pm to 8:00 pm

Name	Title	Agency	Email Address	Phone Number
Mark Nagi	Comm. Relations Officer	TDOT	mark.nagi@tn.gov	865-594-0161
Tammy Sellers	HIP Supervisor	TDOT	Tammy.Sellers@tn.gov	615-741-5367
Katherine Looney	Historian	TDOT	katherine.looney@tn.gov	615-741-3655
Martha Carver	"	"	Martha.Carver@tn.gov	615-253-2464
Jim Ozment	Dir. - TDOT ENV.	TDOT	Jim.Ozment@tn.gov	615-741-5378
Gary King	Project Mgmt	TDOT	gary.king@tn.gov	615-741-4777
Jeff Turner	Rdwy Spec Sup 1	TDOT	Jeff.A.Turner@tn.gov	865-594-2442
Randy Plummer	ROADWAY SPECIALIST 2	TDOT	randy.plummer@tn.gov	865-594-2429
Phil Addison	ROW APPRAISER	TDOT ROW	Phil.Addison@tn.gov	423-726-1637
Steve Head	Right-Of-Way	TDOT ROW	Steve.Head@tn.gov	423-926-1637
Ralph E. Comer	Asst Bureau Chief	TDOT	ralph.comer@tn.gov	615-741-3334
Jonnaleigh Steck	TDOT ENV.	TDOT		
Randy Busler	TDOT CONST	TDOT	randy.busler@tn.gov	865-594-2408
Steve Allen	TDOT Planning	TDOT	Steve.Allen@tn.gov	615-741-2008
Liz Smith	"	"	Elizabeth.A.Smith@tn.gov	615-532-3200
Theresa Hagler	TDOT ROW		theresa.hagler@tn.gov	423-926-1637
John K. Barrett	TDOT PROJECT MGMT	TDOT	JOHN.BARRETT@tn.gov	865-594-2484

## STAFF/AGENCY



**Tennessee Department of Transportation**

## Public Hearing Sign-In Sheet

**Sullivan Central High School**

**Meeting Topic/Purpose:**

Corridor Public Hearing; SR 126 (Memorial Blvd) Corridor Improvement Project, Kingsport, TN, Sullivan County

Date:

**Tuesday, December 11, 2012**

Time:

**6:00 pm to 8:00 pm**

[illegible]



# 40050



From the Offices of:

Dennis R. Phillips

Mayor

City of Kingsport

Steve Godsey

Mayor

Sullivan County



March 21, 2013

The Honorable John Schroer  
Commissioner  
Tennessee Department of Transportation  
505 Deaderick Street  
J K Polk Building, Ste 700  
Nashville, TN 37243-0349

Dear Commissioner Schroer:

As the duly elected Mayors of Kingsport and Sullivan County, we write to you today to applaud your department's steadfast efforts to make an improved State Route 126/Memorial Boulevard a reality.

While this project has suffered delays throughout previous administrations, we wanted to let the Department of Transportation and the administration of Gov. Bill Haslam know we fully support TDOT's proposed Modified Plan B option for State Route 126.

We offer this support recognizing there are varying opinions on exactly what type of road should be built. But everyone is in agreement that improvements are desperately needed. As leaders of the County and City, we also recognize that in times of tight construction budgets, it is more important that a project commence ... or risk the project being orphaned yet again.

With that in mind, we urge the Department to move forward with all possible speed in moving from the environmental phase to right-of-way acquisition and construction. The Department and local legislators, including Lieutenant Governor Ron Ramsey, have spent countless hours and dollars in good faith with tremendous input trying to develop a viable project that pleases as many stakeholders as possible.

Those efforts are commendable, and we request the project be moved forward as soon as possible. We look forward to continuing conversations about how best to address phasing of the project, as we fully realize this is a sizeable project that will require several phases to fund. Please let us know anything else we might do to assist you and your Department in achieving this goal.

We thank you in advance for your time and consideration in this matter.

Sincerely,

Dennis R. Phillips  
Mayor  
City of Kingsport

Steve Godsey  
Mayor  
Sullivan County

RR/TS/DRP/SG/jlc

RECORDED  
MAR 28 2013  
COUNTY CLERK

**From:** King, Stan  
**To:** "Gary King"  
**Cc:** Steve Allen (Steve.Allen@tn.gov); Goette, Matthew; Brisson, Ray  
**Subject:** RE: SR 126  
**Date:** Thursday, February 28, 2013 3:37:00 PM

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Gary,

We have reviewed the crash data from the DEIS (years 1999-2007) and the crash diagram prepared by F&H (years 2007-2009 complete and 2010-2012 partial) looking specifically at the number of fatal crashes and locations experiencing a high number of crashes along the corridor. The eastern limit of the currently advertised design project is Cooks Valley Road, which is just east of the Chestnut Ridge Road as mentioned in the email from the citizen. The data shown in the DEIS, however, is segregated at Old Stage Road and Overhill Rd., which prevents us from determining how many were east or west of Cooks Valley. If the Department has this data, we could investigate. The data available is depicted below.

**Fatal Crashes in Reference to Old Stage Road**

Year Range	# Fatal Crashes	
	To the East	To the West
1999 to 2007	14	2
2007 to 2012	2 <sup>1</sup>	1

<sup>1</sup> includes the fatality of the off duty officer Nov. 2012

It is probable that a portion of the fourteen (14) crashes occurring to the east of Old Stage Road from 1999 to 2007 did occur within the proposed project limits of the currently advertised design project. If the data is available, we could check that. For the 2007-2012 available data, only one fatal crash occurred west of Cooks Valley Road and two occurred to the east.

We cannot dispute the claim that more fatal crashes occur east of Cooks Valley Road based on the data we have available. However, if you look at total crash rate, the portion of the project west of Cooks Valley (design limits) has predominately higher crash rates. We utilized the DEIS listing of locations that were identified as having a high number of crashes for years 1999-2007 and the locations on the crash diagram of locations with 10 or more crashes for 2007-2012. Areas of crash concentration is tabulated below.

**Locations with a High Number of Crashes**

Year Range	# High Crash Locations	
	To the East	To the West
1999 to 2007	2	5
2007 to 2012	2	4

This indicates that the design project will address more of the crash concentrations found in both the DEIS Safety Analysis and the Crash Diagram. Another point to consider is that higher AADT volumes along the corridor exist on the segment from E. Center Street to Cooks Valley. By addressing this area, the proposed improvements will serve a much higher



volume of motorists.

If you need any further assistance, please let us know.

Thanks,  
Stan King

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**From:** Gary King [mailto:Gary.King@tn.gov]  
**Sent:** Thursday, February 28, 2013 12:57 PM  
**To:** King, Stan; Steve Allen  
**Subject:** FW: SR 126

Stan,  
Do you have something identifying the location of fatalities?  
I know there are more crashes at the beginning of the project.

**Stan or Steve,**  
Do you have any additional information that would be useful in writing a response to Mr. Wagner's email below?

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

---

**From:** Willis Wagner [mailto:wwagner03@gmail.com]  
**Sent:** Wednesday, February 20, 2013 2:52 PM  
**To:** Gary King  
**Cc:** Governor Bill Haslam  
**Subject:** SR 126

Although I don't know for sure I do believe that 95% or more of the fatalities occurred east of Chesnut Ridge on SR126 in the past. For sure more than 50%. Yet TDOT is starting on the engineering phase at Center Street and stopping at Harbor Chapel. I believe you know for sure where the maximum number of fatalities occurred. Why on earth would you not expedite construction in those areas where so many people were killed first?? That is east of Chestnut Ridge no doubt. This is an irresponsible decision if in fact you do not reconsider.

James Wagner  
37664

January 31, 2013

I am writing on behalf of my mother Ms. Margaret L. Davis, who lives at 4505 Stagecoach Road in the neighborhood called Preston Woods. My name is Kimberly Davis, and I am a registered Civil Engineer (TN 22990) with experience in NEPA studies (including Environmental Impact Studies), highway design, and environmental/natural resource protection. My family's residence is approximately 200' north of the stretch of road between 0.6 mile of this segment from Harbor Chapel Road to east of Old Stage Road (identified as segment 3 on page 63). I will be referring to this segment in all of my comments below. Preston Woods is comprised of homes built from the 1950s to the 1990s, and lots are typically  $\frac{1}{2}$  to  $1\frac{1}{2}$  acres in size.

**Ms. Davis and I would like to go on record as wanting the *No-Build* alternative.** However, in the likely event that TDOT goes forward with Alternative A or B, I recommend that **(1) consideration be made to include a sound barrier above Preston Woods in segment 3, and (2) Alternative B be selected.**

First of all, we are concerned that none of the supporting studies listed on page 206 of the DEIS are available on the TDOT web site. Mr. Gary King kindly sent me a copy of the Noise Evaluation Update, which is the report I was primarily interested in reading. However, it is worth noting that pertinent project studies are linked on other TDOT projects, such as the James White Parkway SR-71, SR-18, and the Sommerville Beltway, for example.

My comments that follow deal primarily with projected traffic noise from SR 126 and the need for a sound barrier. I also am very concerned about the extensive removal of trees at the roadside that currently help reduce some the harsher aspects of living near a highway, such as noise, visual blight, and poor air quality.

To begin my technical observations with regard to road noise, I would like to address terrain considerations along the segment of interest (segment 3). I have attached a topographic map showing the area of segment 3 where Ms. Davis's house is located (Attachment 1). Where the terrain forms a valley between a proposed road and the NAC B receptors,<sup>1</sup> noise levels will be greatly increased over situations when the terrain is fairly level, because ground adsorption is not present to attenuate the sound. In conditions like this, noise levels are generally projected to be at least 3 dBA more than in typical situations with level terrain. Noise will be further increased by the proposed deforestation along long stretches. In Ms. Davis's case, the right-of-way (ROW) appears to extend at least 110' down the heavily wooded hill from the existing road and toward her house, despite the DEIS stating the cross section is only 160 feet in this segment – which would allow for only 50' on each side. Did TDOT take any of these terrain characteristics into consideration?

Within the rectangle drawn on Attachment 2 (duplicated on Attachment 1), I count at least 50 houses that will clearly be impacted by greatly heightened noise. However, the closest measurement taken to Preston Woods was on Trinity Lane (Rec 23), and moreover, **was recorded outside of a "worst hour" as required by TDOT's own noise policy** for determining whether noise levels exceed NAC.<sup>2</sup>

As a long-time resident of this address, I can report that noise levels rise considerably during the afternoon commute and rarely abate until later into the evening. Therefore, this Trinity Lane measurement taken at 2:23 PM was likely woefully underestimated at 60 dBA. In fact, I would estimate that this is probably the *quietest* time of the day for that stretch of road, so the fact that levels are expected to rise to 65 dBA by the design year indicates to me that the actual design year sound level could potentially greatly exceed NAC. I also think that holding this area to such a stringent standard for justifying barriers (67 dBA) seems unreasonable, especially when the James White Highway project noise study in Knoxville found that barriers were justified for levels ranging from 46-67 dBA (also NAC B receptors).

The inclusion of sidewalks in segment 3 on the 0.6 mile of this segment from Harbor Chapel Road to east of Old Stage Road seems needlessly excessive, and would only serve to increase the cross section of disturbed area – thus unnecessarily requiring removal of existing vegetation that currently acts as a sound barrier. As I have mentioned above, there are currently no business, nor residences connected by driveways to SR 126 on the north side of the road. And apparently after construction, all residences will be wiped out on the south side of the road, as well. Where would the pedestrians come from, and where would they be walking to, in the first place? Moreover, if traffic counts increase as TDOT projects, it will be an extremely unpleasant environment in which to

<sup>1</sup> The average slope drop-off for the first 150 feet from the road for this section is estimated to be 30%.

<sup>2</sup> Rec 23 was measured from 2:23 to 2:42 PM. Two other measurements, Rec 12 and Rec 22 were also outside of "worst hour."



walk. The sidewalks will just impose an increased maintenance burden on the city, and will likely be a very low budget priority resulting in unsightly, broken sidewalks after only a few years.


I have attached a screen shot of a typical area from mile markers 380-383 on I-40 in Knoxville that is protected by a 1.2 mile-long sound wall (Attachment 3). These are not densely built neighborhoods, and in many cases are quite similar to Preston Woods in density and age of houses. They were also built after I-40 was constructed in the 1960s, which leads me to believe that the policy dictating that residences pre-date "initial highway construction" is somewhat flexible. Just as roadside I-40 noise and pollution gradually increased over the years to barely tolerable levels, SR 126 has also become a much more heavily traveled road over the past 30 years, as more and more people commute to new outlying neighborhoods and the airport. My primary residence is in an extremely urban environment near downtown Knoxville where I am accustomed to sirens, construction sounds, distant I-40 noise, etc., and when I visit my Kingsport residence, I am continually astonished by the noise in Preston Woods from SR 126. It is much, much greater than when I was a child in the 1960s-1970s, and already comparable to sound levels in any urban area.

Although the feasibility of a sound barrier is dismissed by the DEIS and the Noise Evaluation due to the entirety of SR 126 not being a "limited access facility," the area above Preston Woods is actually quite amenable to construction of a barrier, due to the fact that it is uninterrupted by ANY driveway or road on the northern side of SR 126 for 0.7 mile (if the Trinity Lane entrance is relocated). This is partly due to the "steep side-slopes" (as described on page 21 of the DEIS) along this stretch, which would greatly hinder future roadside development. The construction of such a barrier would not only be appreciated by Preston Woods residents as a way to attenuate noise and maintain quality of life, but also to prevent the inevitable drop in property values due to unbearable traffic noise emanating from SR 126 after it is widened.

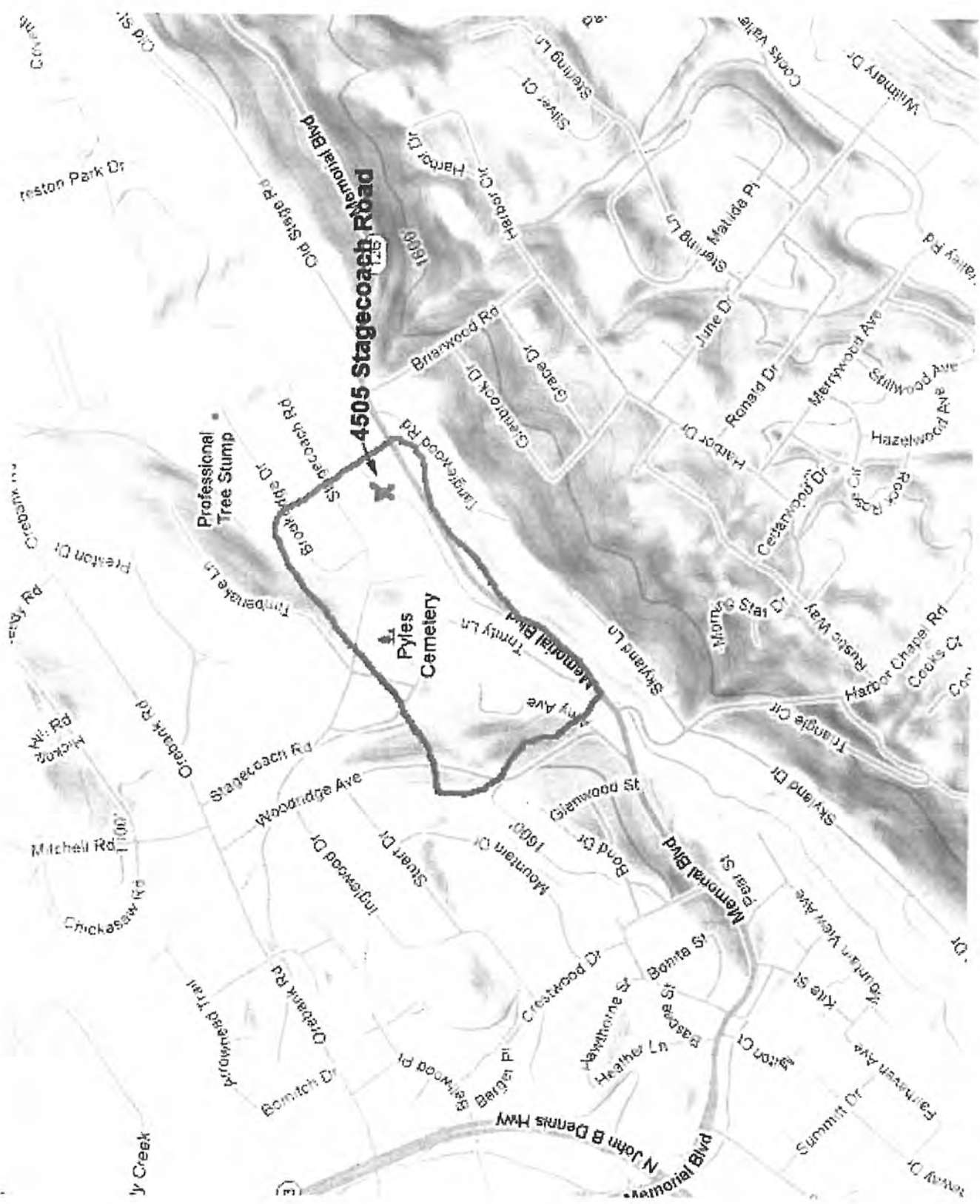
Finally, I would also like to dissuade TDOT from connecting Trinity Lane to Greenspring Circle as shown in "Alternative B Modified." Although this is (curiously) not discussed anywhere in the DEIS, it is simply shown on the map. Preston Woods is an old, cul-de-sac style neighborhood of stately homes, and it simply does not make sense to take property from 4407 and 4411 Greenspring Circle for this uncharacteristic roadway entry point.

In conclusion, I have the impression that TDOT is only including the No-Build alternative to meet federal guidelines, and will likely choose Alternative A or B. In the case that TDOT moves forward with either of these "build" options, I would strongly suggest that consideration be made to include a sound barrier above Preston Woods in segment 3, for the reasons stated. I also think that a divided highway with a grass median is overkill – thus our preference for Alternative B with the 3-lane road. This would reduce the amount of land that needs to be disturbed in the ROW and reduce expenditures for turf maintenance. Also, please give further consideration to exploring the expansion of public transportation (i.e., rail) throughout Tennessee. This would serve to lower Tennessee's extremely high per capita automobile fatality rate (15.8 per 100,000 people as compared to 10.4 per 100,000 nationally) and would allow TDOT to be far more accountable to Tennesseans in the use of our limited public dollars for the long term.

Thank you for entering our comments into the record, and we will be following this project with interest.

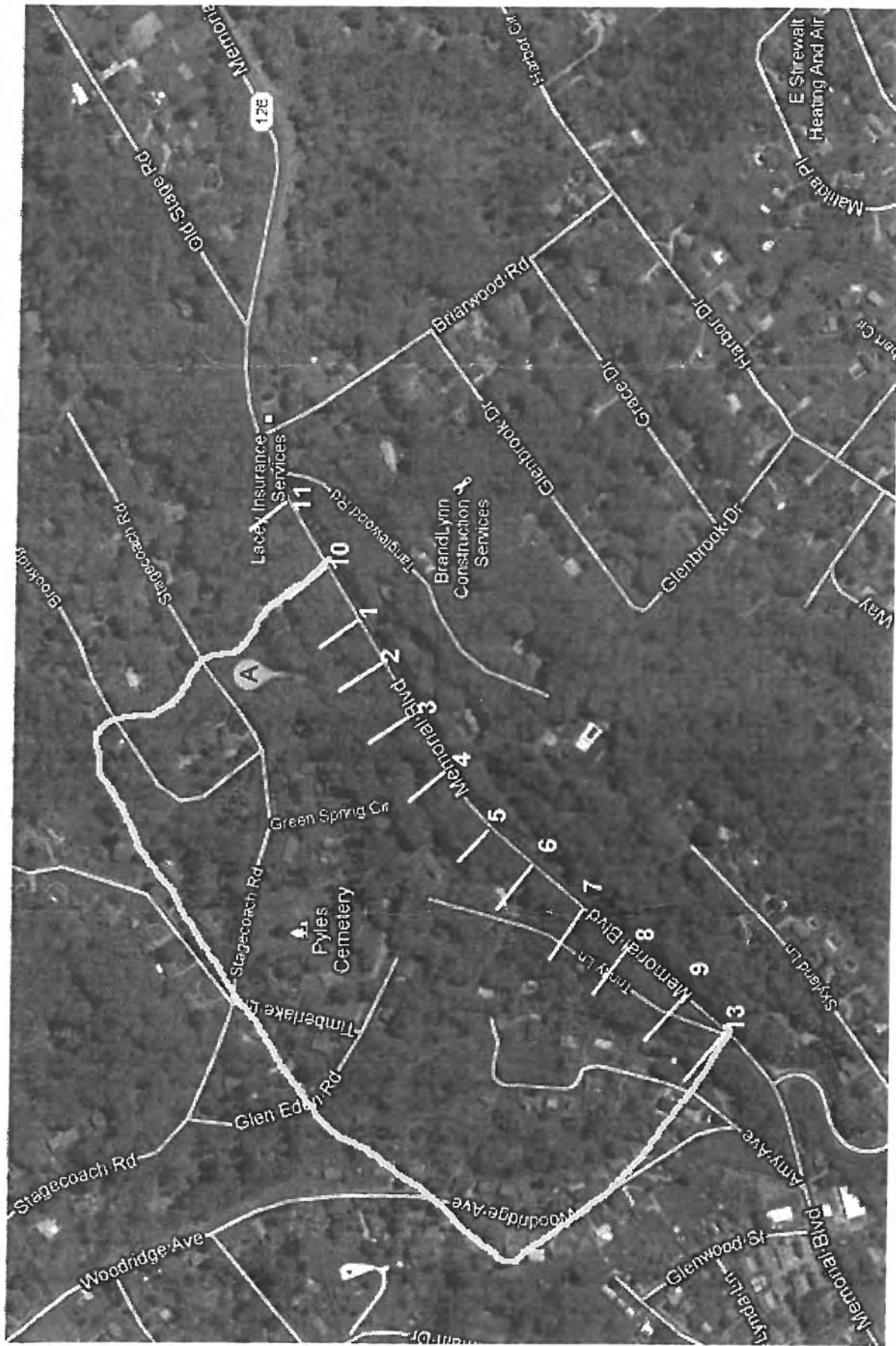
 For Ms. Margaret L. Davis

Kimberly L. Davis, Ph.D., P.E.  
Ms. Margaret L. Davis (aka Ms. Robert E. Davis)  
4505 Stagecoach Road  
Kingsport, TN 37664  
(423) 247-4537

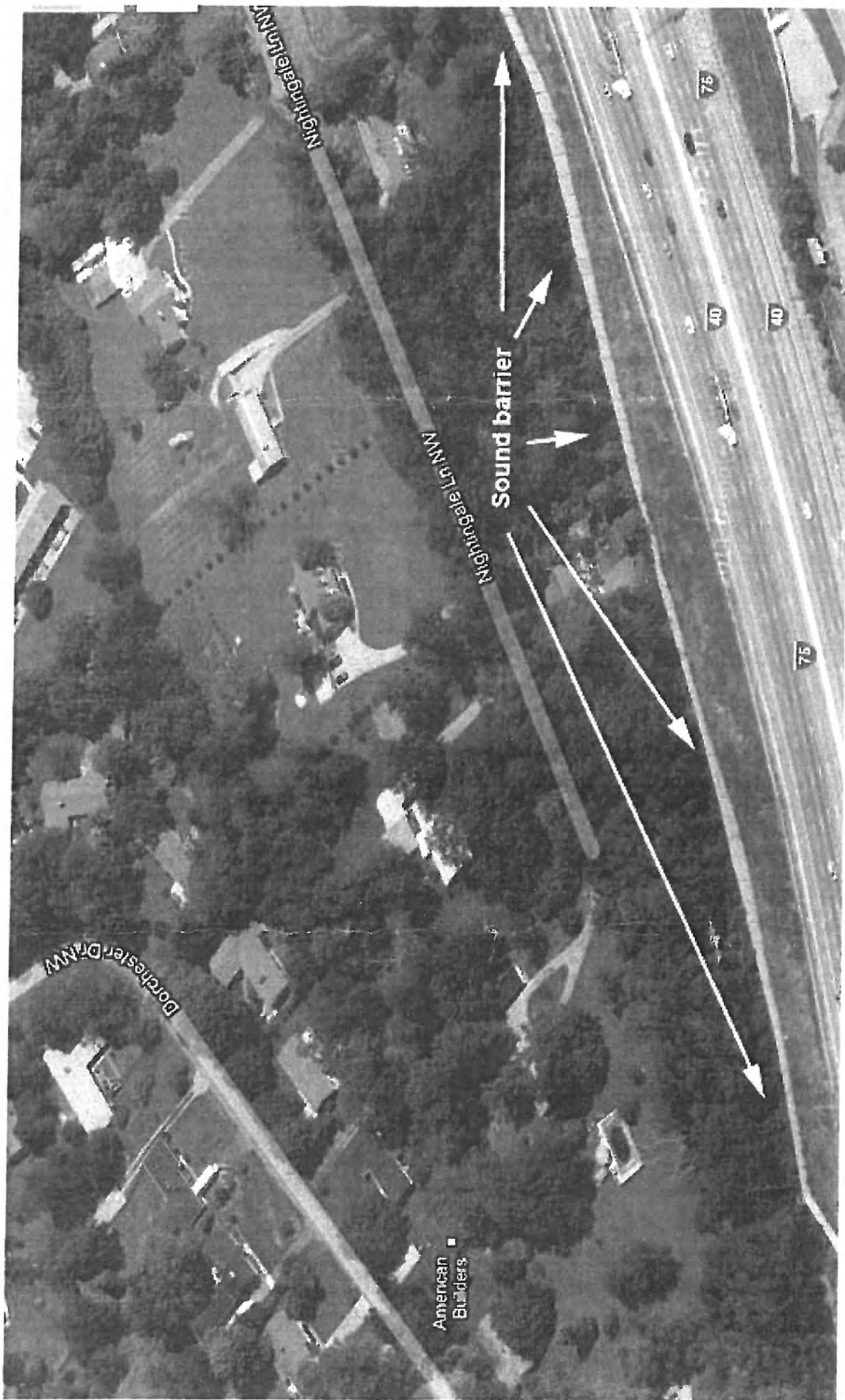


Attachment 1





Attachment 2



Attachment 3



**Subject:** FW: Request for Additional 126 Alternatives  
**Date:** Monday, February 04, 2013 2:23:08 PM

---

**From:** TDOT Comments  
**Sent:** Monday, February 04, 2013 8:56 AM  
**To:** 'dsomers@chartertn.net'  
**Cc:** Gary King  
**Subject:** RE: Request for Additional 126 Alternatives

Dear Ms. Somers:

Thank you for the comments on SR-126 (Memorial Blvd.) from East Center Street in Kingsport to I-81.

Your comments and suggestions relating to two additional alternatives will be included in the official hearing transcript of the December 11, 2012 Public Hearing. All the comments and recommendations in the transcript will be addressed and considered as the project proceeds.

If you have any questions, please contact Gary King, Project Manager for this project, and he will be happy to assist you. His contact information is as follows:

Gary D. King  
Project Manager  
Project Management Division  
Tennessee Department of Transportation  
Suite 600, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

Sincerely,

John C. Schroer  
Commissioner  
Tennessee Department of Transportation

**From:** dsomers@chartertn.net [mailto:dsomers@chartertn.net]  
**Sent:** Thursday, January 31, 2013 9:57 AM  
**To:** John Schroer; Steve Allen; Gary King  
**Cc:** Rep. Tony Shipley  
**Subject:** Request for Additional 126 Alternatives

Subject: Formal request for the development of additional alternatives; Phase 1 and Phase 2, SR126 rebuild Project

Per TDOT's December 11, 2012 SR126 community input session, it is requested that TDOT evaluate the following two solutions for the SR126 rebuild project regarding both Phase 1 (Center St. to Cooks Valley Road) and Phase 2, etc. (to I-81) for the following reasons.

In 2004, it was explained that the normal practice of TDOT is to build a road no lower than the Level of Service "D" ... reason being... building a lesser road (LOS E or F) is neither cost effective nor does mobility remain at a sufficient level for the desired 20+ years after its completion. The resource team, wanting a long-lasting solution, put into place the requirement that rebuild options meet the standard of D for 20 or more years; and as recorded in 2004 public session minutes, TDOT made the commitment to the community to build a Level of Service D or better highway.

On June 22, 2012, Commissioner Schroer stated several times during a local meeting with concerned citizens and city personnel that he would not build an LOS E or F road. Per TDOT's Steve Allen, the recent summer 2012 traffic counts put the presently planned three-lane sections of highway at LOS E, the same as recorded in the 2012 DEIS. It is apparent that any three lane alternative for Phase 1 or the center section of the project is not an adequate solution and should not be carried into the design phase.

An additional concern is that TDOT spent more than two years and \$350,000 in resources to determine the preference of a fully informed community, yet nothing close to the public's preference was brought forward as an alternative. In 2004-2005, it appears that the majority of citizens, the people who actually drive the highway, knew best what was needed as the long-term solution. TDOT is therefore asked to revisit the community's preference per its two TDOT sanctioned votes. To correct the above issues and to make the best use of taxpayer's dollars, it is asked that TDOT build SR126 to no less than the usual Level of Service standard of D. In so doing, it is asked that the following two solutions be carefully evaluated.

(1) Four-lanes from Center St. to Hill Road/Harr Town: This alternative is partially documented in the team recommendation. It appears as a Minority Objection on Page 13-14 of the June 22, 2005, SR126 Resource Team Recommendation. It was submitted by five CSS Resource Team members and reflects the overall preference for the four-lane concept with a very slight variance in public preference from Harr Town to I-81. (May 25-26, 2005: overall 46% 4-lane, 19% 3-lane, 25% 2-lane, 6% no build)

(2) Four-lanes from Center to I-81: According to Mr. Allen, TDOT just raised the LOS from Harr Town Road to I-81 from LOS F to LOS D for 2037. However, a four-lane solution may be more appropriate if the new predicted growth rate of 0.08% for the most eastern section is found to be incorrect. Currently a new church is planned for the corner of Harr Town/SR126; and a new housing development is going in between Harr Town and I-81. Though located in the center area, Crocket Ridge in the last few years opened an additional 100 building sites and continues to plan for the 100 townhouses along the golf course. These areas will be expanding if and when the current recession ends. The public's preference of the October 3-4, 2004 vote was for four-lanes in all sections. (60% 4-lane, 13% 3-lane, 25% 2-lane, 1.4% no build).

In order to reduce cost and unnecessary impact to the community while still providing much needed mobility and future growth, TDOT is asked to evaluate the following. Replace the previously proposed four-lane highway (divided by a 12 ft. raised grass median) with a more practical basic no-frills four-lane highway with an appropriate minimum-width median. The mobility of four-travel lanes is needed on Chestnut Ridge far



more than two LOS E rated travel lanes with side walk where there are few houses and rare pedestrians. As has been determined by TDOT staff, moving graves is not necessary. Please build the acceptable "non-standard" four-lane section within the existing right-of-way along the short pinch-point area between Yancey's and the cemetery. Extend the no-frills four-lane highway eastward per the community's wishes in order to provide the needed mobility and to attain a LOS D or higher. Please consider closing the east entrance to the cemetery. It is rarely used and will eliminate the need for a turn lane in this crowded area. Consider closing Chestnut Ridge Road to thru traffic as the next street Eaton Station can easily be used. Close Chestnut Ridge Rd. just west of the historical Yancey's to further protect the property and the historic hand-hewed culvert. Slightly realign the Chestnut Ridge Road bed as a driveway entrance to the historical property though the tavern has few visitors. Make the western part of Chestnut Ridge Road from Yancey's to Old Stage a "dead end" in and out only. There are five driveways in this section.

With 18 fatalities since 1999, safety and mobility are top issues and were reflected in the community vote. As stated by the former Kingsport Mayor in her June 30, 2005 letter to Commissioner Nicely, "It is clear that the majority of citizens that spoke and participated in the public sessions want a four lane highway. The recent Sullivan County resolution is in support of the community's preference and recognizes the need for adequate mobility to meet future needs. Many of them drive the highway. A major complaint of drivers is the inability to pass slow traffic while property owners complain about speed. Property owners and store fronts should be moved out of harms way along the highway corridor. Drivers will not be slowing down and traffic will only increase. The highway should be rebuilt to a standard for the purpose it serves as stated in the Sullivan County Resolution...SR126 is the city's east corridor connecting Kingsport to Interstate 81; and was designated to be upgraded as the main access route replacing the formerly proposed, but cancelled four-lane Airport Parkway North.

Respectfully submitted,

Diane Somers  
Former Citizens Rep, 126 Resource Team  
Jan. 27, 2013

**Subject:** FW: Highway 126 Project comments  
**Date:** Thursday, January 31, 2013 1:48:22 PMrecord

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**From:** TDOT Comments  
**Sent:** Wednesday, January 30, 2013 1:57 PM  
**To:** 'Arthur Ellis'  
**Cc:** Gary King  
**Subject:** RE: Highway 126 Project comments

Dear Ms. Ellis,

Thank you for the comments on SR-126 (Memorial Blvd.) from East Center Street in Kingsport to I-81.

I hope I can clear up any confusion about the Trinity Lane Connector.

This link, <http://www.tdot.state.tn.us/sr126/involvement.shtml>, takes you to the Public Involvement page on the SR-126 project website. The six public hearing maps on that page are the most up to date. There is no Trinity Lane Connector(s) currently in Alternate A or Alternate B. Trinity Lane Connectors were shown on the layouts in Appendix D of the DEIS that is also on that website page. Those layouts are out of date.

Regarding Alternate B Modified, there are two options along that part of the project:

One option would be to use a retaining wall along SR-126 (shown in black). With the retaining wall option, there would not be a Trinity Lane Connector on Alternate B Modified.

The other option would be to not use a retaining wall. The limits of the area that would be affected without a retaining wall are shown by the dashed orange line and would cut off existing Trinity Lane. The option without a retaining wall would require the Trinity Lane Connector on Alternate B Modified.

There is no Trinity Lane Connector on Alternate A, Alternate B or Alternate B Modified – with a retaining wall. However, there is a Trinity Lane Connector on Alternate B Modified – without a retaining wall.

Your comments about the Trinity Lane Connector and all the additional comments in your email about the proposed SR-126 improvement project will be included in the official hearing transcript of the December 11, 2012 Public Hearing. All the comments and recommendations in the transcript will be addressed and considered as the project proceeds.

If you have any questions, please contact Gary King, Project Manager for this project, and he will be happy to assist you. His contact information is as follows:

Gary D. King



---

**From:** Roanwoman@aol.com  
**Sent:** Wednesday, January 30, 2013 12:55 PM  
**To:** TDOT Comments  
**Cc:** John Schroer; Gary King; Steve Allen; Tammy Sellers; billalbright@kingsporttn.gov; roanwoman@aol.com  
**Subject:** NEPA Comments on SR 126 Corridor Improvement Project, Part 2  
**Attachments:** Letter to Steve Allen, November 30, 2012.pdf; PyleCemetery\_Old Kingsport cemetery needs assistance.docx; Station37TrafficProjections.zip

Dear TDOT Comment Staff Member,

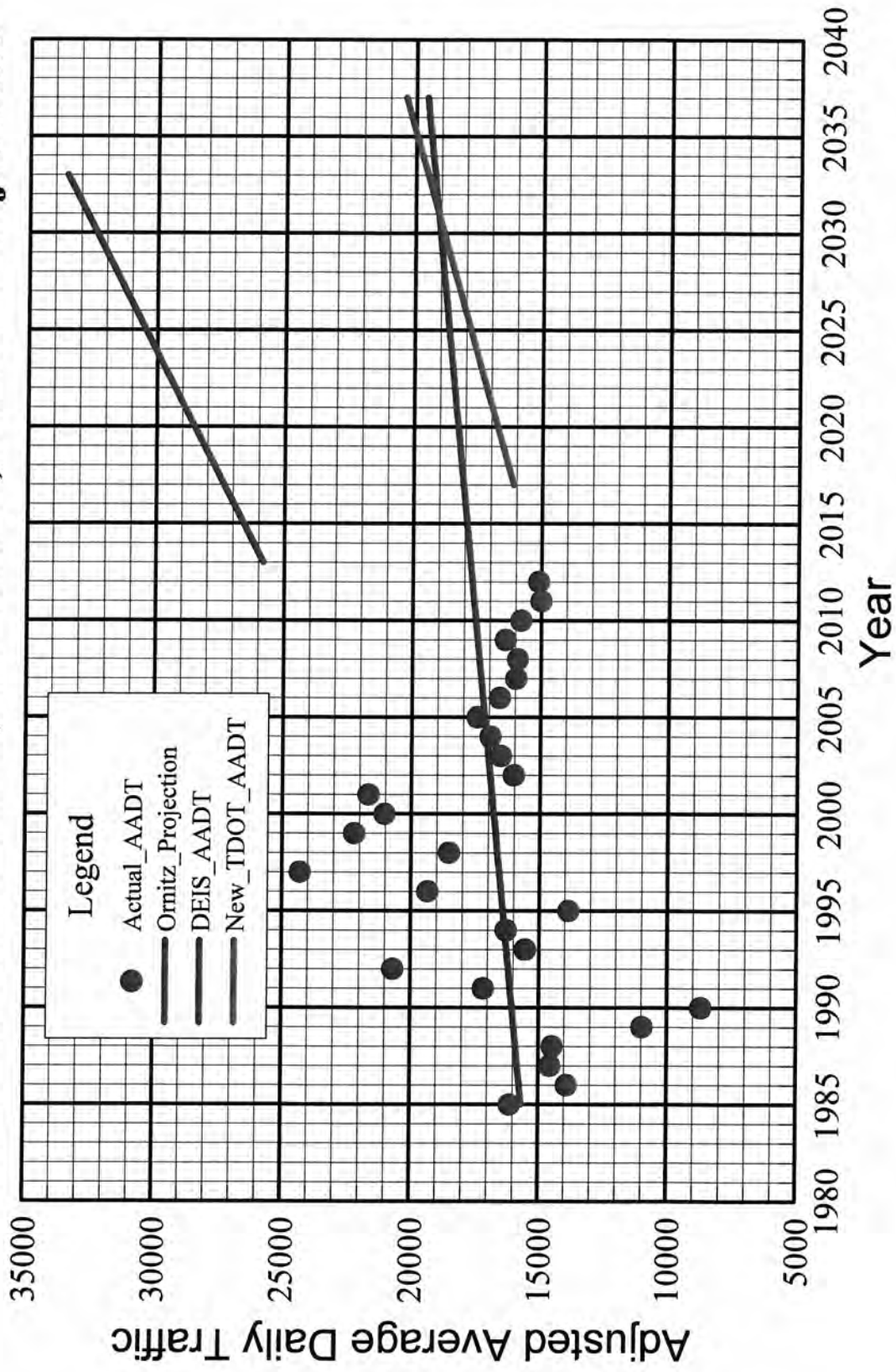
Please attach the attached **Appendices B (traffic projection graphs), C (November 30, 2012, letter to Steve Allen), and D (Pyle Cemetery article)** to my **NEPA Comments on SR 126 Corridor Improvement Project, Part 1**, submitted under separate cover.

Could you confirm that you have received these two parts of my comments for the official record?

Thank you again.

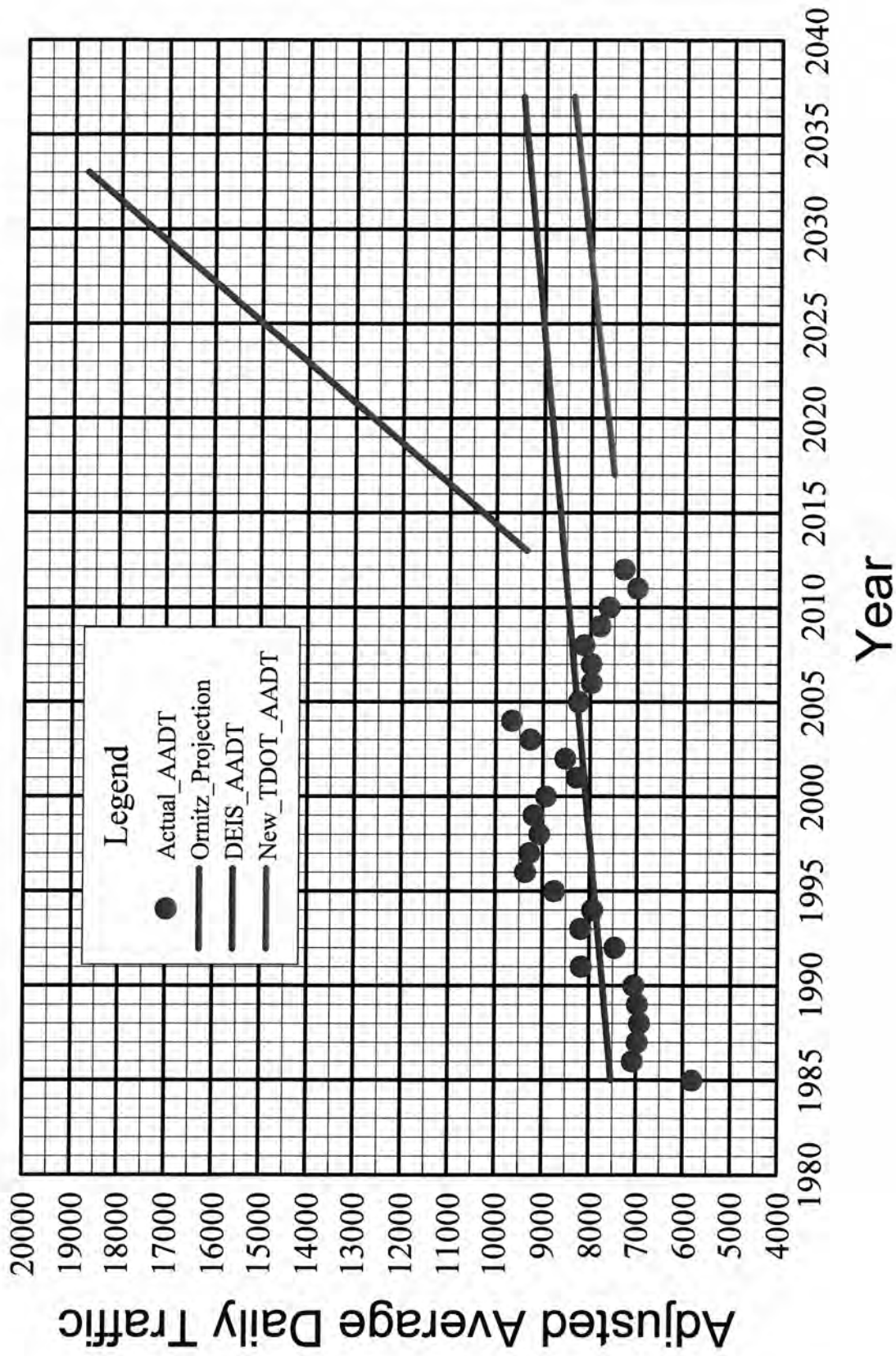
Judy Murray  
804 Rock City Road  
Kingsport, TN 37664

# SR-93 to Hawthorne (Station #37) Traffic Projections

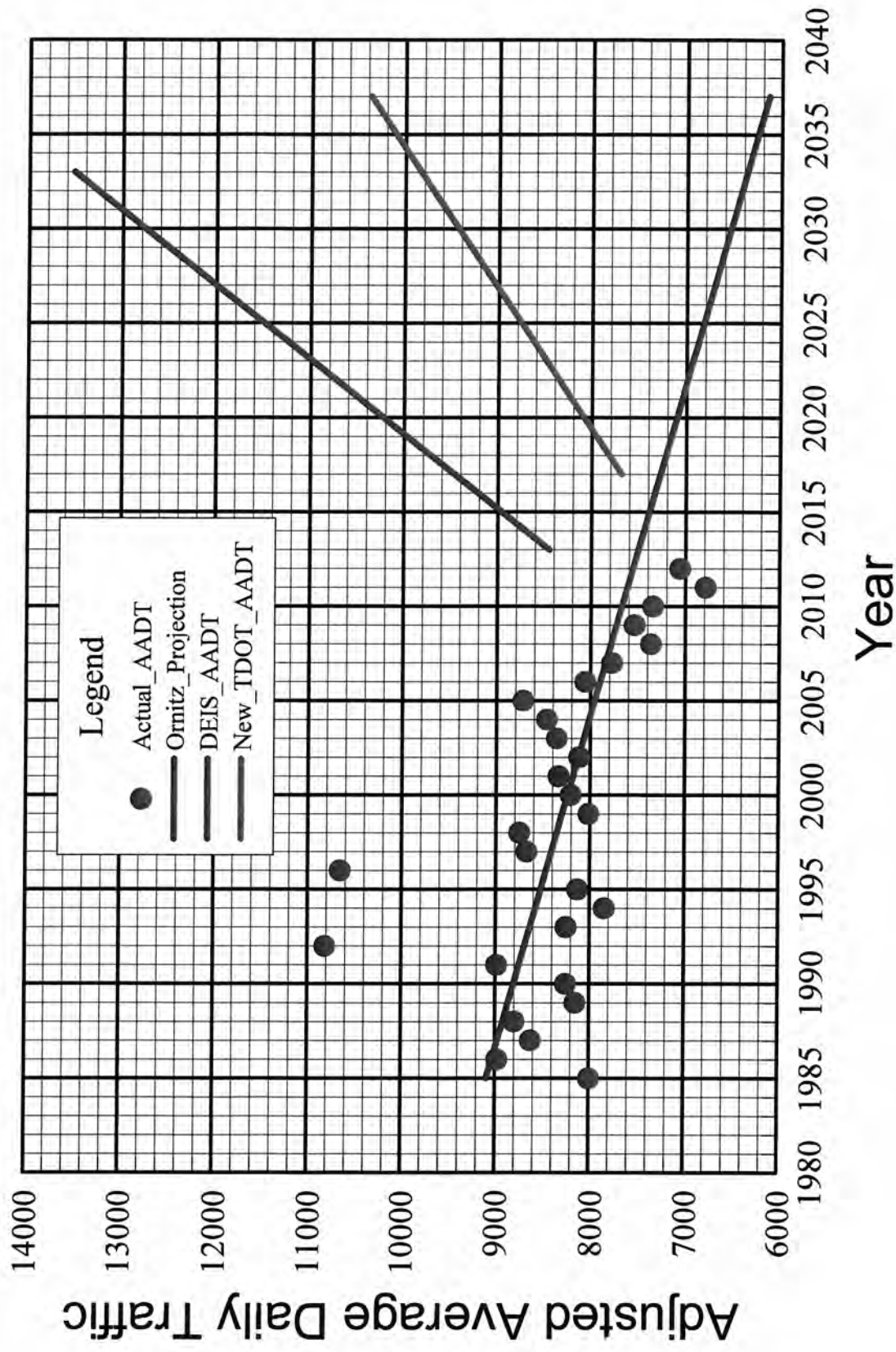




# Island Rd. to Fall Creek (Station #108) Traffic Projections

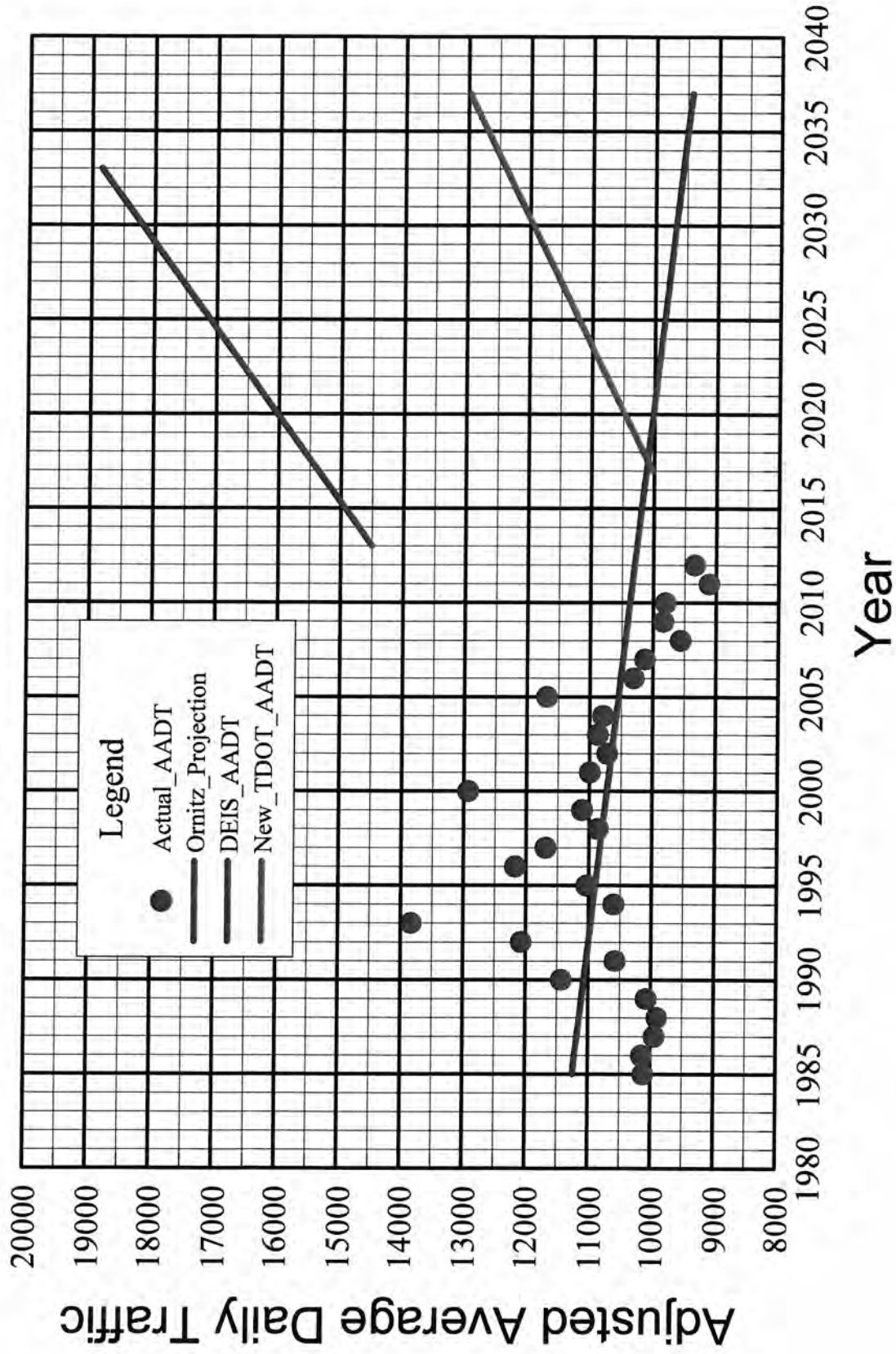


# Old Stage to Lemay (Station #167) Traffic Projections





# Harbor Chapel to Briarwood (Station #202) Traffic Projections



804 Rock City Road  
Kingsport, TN 37664

November 30, 2012

Steve Allen  
Director, Project Planning Division  
Tennessee Department of Transportation  
James K. Polk Building  
505 Deaderick Street, Suite 700  
Nashville, TN 37243

Subject: SR 126 Memorial Boulevard Improvement Project: Traffic Projection Recalculations  
Harbor Chapel Road to Lemay Drive Segment

Dear Steve:

Many thanks for your email of November 6, 2012, and the accompanying materials on TDOT's methodology and arrival at 2037 target year traffic projections for the SR 126 improvement project. We further thank TDOT for conducting 2012 routine station and special counts and for recalculating traffic projections for all segments in advance of the December 11 Public Hearings.

It is our understanding that traffic forecasting is the generation of future roadway traffic volume projections derived by using historic trend data and by considering the effects that future changes in the socio-economic factors will have on the particular segment.

However, it appears that traffic history and trend line analyses were not factored into the SR 126 traffic forecasting and that the projections were based primarily, if not solely, on population, household and employment modeling as presented in the Kingsport MPO Long Range Transportation Plan (LRTP). Is that correct? If so, we find this troubling, especially in the case of traffic count Stations #167 and #202.

**Base Year Traffic Counts: Deviation of "Assigned" from Actual**

While 2037 projections on the west end of the project at Station # 37 and on the east end at Station #108 follow the historic trend line, those on the critical Chestnut Ridge section, Stations #167 & #202, deviate appreciably from historic trends and current counts. The MPO model base year is 2009. This table indicates the deviation of the model-assigned count from the 2009 Actual count:

<u>Station</u>	<u>Actual Count</u>	<u>Model Assigned Count</u>	<u>Deviation from Actual</u>
#167	7,535 AADT	9,866 AADT	+30.9%
#202	9,841 AADT	11,385 AADT	+15.7%



The LRTP states that comparison of assigned volumes to counted volumes is considered successful for a minor arterial if it is + or – 15% (10% is preferred by FHWA). Station #167 appears to be way off the mark. Station #202 is close to the 15% but not in sync with its long-term historic trend line.

We have some questions and observations concerning the robust traffic projections at Stations #167 and #202:

- According to the Kingsport MPO 2035 Long Range Transportation Plan, between 2010 - 2035, the population in the Sullivan County section of the Kingsport MPO is projected to grow by 9% or **0.38%/year**. Yet the traffic growth rate at #167 is projected to grow by a whopping **1.75%/year** and at #202 by **1.47%/year**, rates that far outpace county-wide population growth.
- MPO Director Bill Albright predicted, in his 10/19/2021 letter to you, that current “stagnant development” is expected “to change moderately once economic conditions improve,” yet TDOT’s projected 1.47 to 1.75 % annual traffic growth indicate that dramatic socio-economic growth affecting these stations is anticipated.
- Taking the 2012 actual count and the 2037 projected count, the projected growth for the next 25 years is as follows:

<u>Station</u>	<u>2012 Actual Count</u>	<u>Projected 2037 Count</u>	<u>25-Year Projected Growth</u>
#167	7,060 AADT	10,370 AADT	46.8%
#202	9,340 AADT	12,980 AADT	39.0%

How is traffic expected to grow 39 to 47% in this location in the next 25 years? Beyond Mr. Albright’s broad-range statement, what socio-economic indicators are there that growth and development will occur at the levels reflected in the traffic projections? **Where are these dynamic traffic growth rates in the segment in question coming from?**

#### **Reasonableness Check**

We understand that while models can aid in the production of traffic forecasts, travel demand model outputs must be treated with caution with respect to project-level forecasts. We are aware that forecasted model traffic *must be evaluated for reasonableness*, the best method being development of a forecast being based on historical trend lines. We feel either sufficient detail is lacking to justify the high projections between Harbor Chapel and Lemay or it has not yet been communicated. The marked differences between model and trend line data appear to need further investigation, possibly with regard to socio-economic assumptions within the corridor. **We question whether the assumptions and calibration and validation processes used in the modeling were reasonable and what level of confidence one can have in the forecast results?**

**Significant Travel Patterns & Socio-economic Characteristics of the Study Corridor (that may not have been considered by the model):**

- Residential areas on the feeder roads between Harbor Chapel and Lemay are built out.
- There may be a false assumption that all traffic east of Cooks Valley Road will travel west over Chestnut Ridge into Kingsport. That is simply not the case. East of Cooks Valley Road there are two schools, numerous churches, eating establishments, a pharmacy, a veterinarian, a garden center, and numerous other shops and businesses that generate internal traffic, not to mention traffic heading southwest on Fall Creek Road to Walmart, Colonial Heights supermarkets, retail, and other business on SR 36 *that never see Stations #167 or #202*. Factor in residential and business displacements, and the numbers will decline even more.
- Today in the Kingsport MPO area, nearly 16 % of the population is 65 years of age or older, and that trend is projected to increase to nearly 30% by the year 2035 (MPO LRTP, p. 1). In 2010, 20% of the population in the SR 126 study corridor was already 65+ years of age (DEIS, p. 102) and is expected to increase over the next 25 years, resulting in a lower rate of commute trips than other locales within the MPO area.
- Prior to the recorded traffic history years and into the mid-1990's, residential and moderate commercial growth was taking place in the study corridor. However, with Kingsport corporate down-sizing, technological advancements replacing countless workers, and retirement household increases, these socio-economic factors have led to steady traffic decline. While there was a dip in employment in 2008-09 as the national recession hit Kingsport, service sector jobs have made up for job losses since 2005 (<http://data.bls.gov/pdq/SurveyOutputServlet>), *yet traffic has continued to decline on #167 and #202*. (See attached graphs) Even as service sector and health care employment is expected to increase over time, we question the reasonableness that they will produce the dramatic increases in study corridor travel volumes reflected in the traffic projections.

**Desired Future Condition**

We sincerely appreciate the diligence that you and TDOT have gone to in taking a second look (and more!) at the target year projections—*and we respectfully request, in light of historic trends and socio-economic realities relevant to the study corridor, that TDOT reevaluate the projections for Stations #167 and #202, in this the most critical road section*. Construction in this section will undoubtedly be the most ground-impacting and expensive operation in the entire project. The reasons I persist in requesting reasonable traffic projections between Harbor Chapel Road and Lemay Drive are two-fold. The community will in no way be served by having its iconic Chestnut Ridge unjustifiably devastated, and the state will in no way be served by allocating millions of scarce transportation dollars to a lavish, but no-cost-benefit, 4-lane segment through the ridge. Commissioner Schroer has stated on many occasions the need for equitable distribution of transportation dollars across the state and, with that, his intention not to over-build SR 126.



Going into the Public Hearings, let us remind ourselves and the public that the SR 126 Corridor Improvement Project is TDOT's Context Sensitive Solutions Pilot Project, and as such, is based not only on safety, access & mobility, community values, aesthetics & scenic preservation, natural & human environment sensitivity, but also on efficient and effective use of resources. It appears that understanding and appreciation of CSS may have dwindled over time in some quarters and needs reiteration.

I thank you again for TDOT's commitment to provide accurate and well-considered information to the public. I look forward to your response and to meeting you at the Hearing.

Best regards,

Judy Murray

cc: TDOT Commissioner John Schroer  
Scott Black  
Gary King  
Bill Albright  
Dr. Barry Ornitz

## Old Kingsport cemetery needs assistance

Published June 1st, 2012 2:55 am



**Contributed photo**The Pyle Cemetery Association held Decoration Day at the cemetery off Memorial Boulevard this past weekend. The cemetery dates to the 1800s.

KINGSPORT — Pyle Cemetery, one of the oldest cemeteries in Kingsport, needs some help from the living.

The public cemetery, which dates from the 1800s and is located at the end of Trinity Lane, just past Harbor Chapel Road off Memorial Boulevard, needs donations and volunteers for the ongoing upkeep of the property. Members of the Pyle Cemetery Association, which was primarily organized by Elizabeth Shipley Collins, have moved away or died, greatly reducing the number of donations the association now receives, said Marie Nelms, who serves as the secretary-treasurer of the association.

According to a history written by Collins, whose father Oscar F. Shipley was the caretaker in 1928-29, the first person buried in the cemetery was William Hale.

Hale was traveling by stage coach east to west and came to the Preston Place stage stop. When the stage arrived, he was quite ill. The stage driver left him there, and he died on Oct. 3, 1855. Those at the stage stop buried his body in what became Pyle Cemetery. Later, a marble monument was shipped by stage and left at Preston Place (now Exchange Place) to be erected at Hale's grave.

It is believed that the cemetery was named after the William Pyle family who lived just north of the property. Several members of the Pyle family were buried there before the first deed was made.

On Nov. 25, 1903, the Preston heirs, E.W. Preston, Margaret T. Preston Cox, John G. Preston, W.G. Preston, J.J. Stuart and wife Kate G. Preston Stuart, and Gilbert Preston, conveyed to Noah Childress, Charley Childress and John Shoemaker, trustees, and their successors in trust, a tract of land "for the use of a cemetery for burying of the dead," according to Collins' history.



On May 1, 1945, the Preston heirs sold part of the Preston Farm to Preston Hills Associates Inc., to be subdivided and sold as lots or tracts.

On Nov. 26, 1951, Preston Hills Association Inc., made a deed to O.F. Shipley, John Shoemaker, George Spahr, John Ratliff, Ray Taylor, Verlin Peaveler and George E. Bradley, as trustees of Pyle Cemetery, two tracts of land, one containing three-tenths of an acre and the other one-tenth of an acre for use as a way of entering and exiting the property and parking there.

Pyle Cemetery was the only public cemetery in eastern Sullivan County for many years, and during the 1920s and Great Depression was the only cemetery in which people could be buried for free.

Anyone interested in making a donation to or volunteering with the Pyle Cemetery Association may mail a check to Marie Nelms, secretary-treasurer, 2548 Crestwood Drive, Kingsport, Tenn. 37664 or call Nelms at 245-3545.

Published June 1st, 2012 2:55 am

**From:** Gary King  
**To:** "Roanwoman@aol.com"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: NEPA Comments on SR 126 Corridor Improvement Project, Part 1 & Part 2  
**Date:** Thursday, January 31, 2013 8:33:58 AM  
**Attachments:** [NEPA Comments on SR 126 Corridor Improvement Project Part 1.msg](#)  
[NEPA Comments on SR 126 Corridor Improvement Project Part 2.msg](#)

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Ms. Murray,

Thank you for your comments. TDOT has received :

Part 1 of your **NEPA Comments on the SR 126/Memorial Boulevard Corridor Improvement Project and Appendix A: a map of Kingsport area traffic fatalities from 2008, 2009, and 2010**, 4-lane fatalities noted in red. And

Part 2 **Appendices B (traffic projection graphs), C (November 30, 2012, letter to Steve Allen), and D (Pyle Cemetery article).**

I have attached both of your emails so you can keep this one email for your records. I believe they are small enough that this email will get through to you.

All of your comments will be included in the official hearing transcript of the December 11, 2012 Public Hearing. All the comments and recommendations in the transcript will be addressed and considered as the project proceeds.

If you have any questions, please contact me and I will be happy to assist you.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Roanwoman@aol.com [mailto:Roanwoman@aol.com]  
**Sent:** Wednesday, January 30, 2013 12:55 PM  
**To:** TDOT Comments  
**Cc:** John Schroer; Gary King; Steve Allen; Tammy Sellers; billalbright@kingsporttn.gov; roanwoman@aol.com  
**Subject:** NEPA Comments on SR 126 Corridor Improvement Project, Part 1

Dear TDOT Comment Recorder,

Attached please find Part 1 of my **NEPA Comments on the SR 126/Memorial Boulevard Corridor Improvement Project and Appendix A: a map of Kingsport area traffic fatalities from 2008, 2009, and 2010**, 4-lane fatalities noted in red.

**Appendices B, C, and D** will be sent under a separate email, designated as "NEPA Comments on SR 126 Corridor Improvement Project, Part 2" in the Subject line.



Many thanks,

Judy Murray  
904 Rock City Road  
Kingsport, TN 37664

TO: TDOT Public Hearing Project Comment Department    **DATE: January 30, 2013**  
FROM: Judy Murray, 804 Rock City Road, Kingsport, TN 37664  
SUBJECT: NEPA Official Comments on SR 126/Memorial Boulevard Corridor  
Improvement Project DEIS and December 11, 2012, Corridor Public Hearing  
Handout

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**Preferred Alternative:** Alternative B Modified

**Overview:** As a citizen with a deep interest and 10-year involvement with the SR 126/Memorial Boulevard Corridor Improvement Project, I appreciate the time and attention TDOT has given to this needed project. I feel that Alternative B Modified demonstrates that TDOT has listened to the community and developed a Context Sensitive alternative tailored to the urban and rural land uses through which it passes. This alternative lessens impacts to historic, cultural, social, environmental, and aesthetic values as compared to the original two A and B Alternatives, while providing safety measures in a relatively cost-effective manner.

We understand that the devil is in the details, and that important refinements will come in the Design Phase, in which we plan to participate, but feel it is important to go on the record at this time with comments directed toward those details. We encourage TDOT's use of creative design flexibility along the full project length to protect community context and promote traffic calming where speed has played a role in crash rates and highway fatalities. Attention to Design Speed and Speed Limits will provide a major built-in safety factor. More rigorous law enforcement is urged.

We are most gratified that TDOT is fully integrating CSS into its business approach and partnering with citizens to "complement the natural beauty, economic vitality and livability of the state," as stated in its Transportation Process Alternatives for Tennessee – Removing Barriers to Smarter Transportation Investments report. We appreciate the opportunity to work with TDOT throughout the project and to have our comments, including **Appendices A, B, C and D**, on the Environmental Phase placed on the record.

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**NEPA Record Comments on SR 126 Corridor Improvement Project DEIS and Public Hearing Handout:**

**Safety**

- "Speeding...is a factor in almost one-third of all fatal crashes..." in the United States. [http://safety.fhwa.dot.gov.speedmgt./](http://safety.fhwa.dot.gov.speedmgt/)
- Speed is a major contributor in crash rates and fatalities on SR 126
  - We request that TDOT adhere to 45 mph Design Speed throughout project length.
  - Maintain a consistent Speed Limit throughout project length, an exceedingly important practice in addressing driver expectancy and promoting safety.
  - Maintain 11-ft travel lanes throughout project length to discourage speeding.
  - The above parameters are particularly important because of numerous road intersections and driveway connections.



- In the interest of safety, we request that TDOT retain its current profile in Section 6 West of Carolina Pottery Drive to I-81. Extending the 4-lane further west will only serve to encourage Central High School teens and others to speed up as they approach the 2-lane section. TDOT's 2003 24-hour Speed Study & Classification field data recorded a vehicle speed of 90+ mph on SR 126's west end 4-lane and ten vehicles traveling west in excess of 70 mph (one 85+ and one 90+ mph) immediately after leaving the 4-lane on the east end. [This request represents a modification in all Build alternatives.]
- While some citizens have pointed out that most of SR 126 accidents occur on the 2-lane section, that's because most of the road is 2-lane. Kingsport data shows that most area road fatalities occur on its 4-lane roads. [See Kingsport 2008, 2009, 2010 fatality map, **Appendix A**]

### **Capacity**

- TDOT is to be acknowledged for recalculating its projections for the 2037 project Target Year. With two exceptions, these projections are in line with trend line data. [Note: The Community Resource Team specified that trend line data be used in making projections.] The exceptions occur at Stations # 202 and #167. [See trend line graphs in **Appendix B**] Because of information presented in a letter to Steve Allen, November 30, 2012 [which see in the **Appendix C** for specifics], we do not feel that the projections pass the Reasonableness Test. We do concur with the 3-laning of the road at these locations in Alternative B Modified, but request that projections at these stations be recalculated for the record using expanded socio-economic data and trend lines, in the event that TDOT select any other alternatives or modification, both now and in the future.

### **Context Sensitive Solutions**

- **Historic Values**
  - Seek to minimize visual impacts to the Yancey's Tavern property and stone culvert, as well as the traces of Island Road. Eliminating the sidewalk and curb & gutter could serve to reduce the profile by 5 to 7 feet. We further question whether 5 feet is needed between the cemetery retaining wall and the cemetery property right-of-way? Every foot removed from the profile will help to decrease the visual impact to the Yancey's Tavern property. These are Feasible and Prudent actions.
  - We await Tammy Sellers' report on the new level of visual impacts in Alternative B Modified and a discussion on the MOA. Comments will be submitted upon review.
  - Pyle Cemetery property (parking grounds) at the end of Trinity Lane could be impacted by a Trinity Lane/Greenspring Circle Connector. This cemetery dates back to 1855 and has historic ties to the Exchange Place, Eastlawn Cemetery, the Spahr family of Yancey's Tavern and immediate area historic sites. [See Kingsport Times News article in **Appendix D**] This connector appeared in both Build Alternatives in the DEIS and in B Modified in the Public Hearings handout, yet there has never been any text describing it or justifying it. With the reduction of profile in B Modified of 20 feet between Harbor Chapel and Old Stage Road, it would appear that there would be less construction impact to

Trinity Lane, eliminating any necessity for this connector which would impact the older residential neighborhood of Preston Woods.

- Community Values

- East Lawn Cemetery is dearly valued by the community, a fact that has been recognized and taken into consideration by TDOT. Take every action to minimize road profile impacts. See above under Yancey's Tavern.
- Family home places, churches and businesses exist along 126 in the county, east of Old Stage Road. These connections with the landscape and rural way of life should be respected in the Design Phase, with the intent to minimize the profile wherever possible.

- Environmental & Aesthetic Values

- Alternative B Modified will have the least impact on Chestnut Ridge and its viewshed, but even B Modified will have severe impacts. We seriously question the need or wisdom in having sidewalks east of Harbor Chapel Road. Where the slopes are steep, we question the feasibility of having ADA-compliant sidewalks, and recommend minimal impacts and profile reduction.

- Noise

- It has come to my attention that a sound barrier on the Harbor Chapel Road to Old Stage Road section has been requested to provide noise abatement for Preston Woods residents located below the highway. Alternative B Modified will not increase traffic on this section. A sound barrier would provide a huge visual impact, expand the footprint, and add to the cost. I recommend against it.

- Road Profile/Footprint

- All of the Build Alternatives show 12' lanes and 10' shoulders east of Harrtown Road, while travel lanes west of Harrtown are 11-ft and shoulders 6-ft. wide. This additional footprint width between Harrtown and Carolina Pottery Drive has not been justified, and, in terms of property impacts, safety and costs, is actually contra-indicated. By adhering to standards for the rest of the road, 10 feet could be saved which could be of great value to a homeowner and the state.
- See Safety comments for additional justification for reducing travel lane width with regard to speeding inducement.

### Communication & Transparency

- The community wishes to remain engaged throughout each phase of the project. Please keep the SR 126 web page updated, as well as keeping the public informed via conventional media.
- We look forward to productive future visits and communication with TDOT staff. This serves to strengthen the TDOT and community partnership and promote a successful outcome for this project.



- 4-lane fatalities



Project Manager  
Project Management Division  
Tennessee Department of Transportation  
Suite 600, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

Sincerely,

John C. Schroer  
Commissioner

-----Original Message-----

From: Arthur Ellis [mailto:[ffancies@earthlink.net](mailto:ffancies@earthlink.net)]  
Sent: Wednesday, January 30, 2013 8:42 AM  
To: TDOT Comments; John Schroer  
Subject: Highway 126 Project comments

Dear Commissioner Schroer,

Below are my comments submitted for the record regarding the SR126/Memorial Boulevard Corridor Improvement Project:

Since viewing both the old and new maps and learning more about Alternative B Modified, I would like to address the Trinity Lane/Greenspring Circle Connector. Is this actually a part of the SR 126 federally-funded project? Though it appears in Alternatives A, B and B Modified, I find no text addressing it in the DEIS or the Public Hearings hand-out. What is the justification? The impact to properties? The cost? Greenspring Circle is located in Preston Woods, one of Kingsport's oldest and most desirable neighborhoods. Introducing new construction and possibly a connection to SR 126 would be totally out of context with this community. There are only three homes on Trinity Lane. Routing their traffic onto Amy Ave. is certainly more feasible, context sensitive, and cost-effective than routing it through Greenspring Circle and Preston Woods.

A second issue I wish to address is sidewalks and bicycle lanes which would only serve to increase the footprint of the road in this delicate corridor bordering Preston Woods and across Chestnut Ridge and would not, I believe, serve the general population. In the 36 years I have lived in this area, I have never seen anyone walking along this portion of highway and rarely seen bicyclists. I can't imagine anyone wanting to walk here, or to what destination one might be going. For recreational walking, there are nearby traffic free neighborhoods, sidewalks along Orebank Road and forested walking trails. From a cost/benefit perspective, there would be great expense for little or no gain.



On the eastern end of the project, near the Carolina Pottery intersection, I have concerns about the safety of Central High School students. My understanding is that the divided 4-lane is to be extended west of where it now is and that travel lanes and shoulders between there and Harrtown Road will be wider than for the rest of the road. Knowing that wider roads tend to increase speed and having TDOT data showing excessive speeds already occurring on the east end, it seems that creating a wider, straighter road there would be counter to the community's safety concerns. Therefore, I request that you maintain the existing profile in this area.

I am pleased to feel that TDOT is indeed responding to citizen input and community needs in moving forward with the Highway 126 Project, that safety rather than development is the overriding factor in project planning. The citizens of Kingsport and especially the communities whose properties (and lives) are immediately impacted have been vocal and specific in their input to you, with the expectation that you are listening and adhering to the Context Sensitive model in this project. We treasure our homes and their surroundings and know that safety in this corridor can be increased without jeopardizing the environment we hold dear.

Our interest and involvement in this project as it develops will be ongoing.

Thank you for entering these comments into the record.

Cordially,  
Charlotte Ellis

P. O. Box 899  
Blountville, TN 37617

423-323-4933

# 39532

TN Dept. of Transportation  
Commissioner's Office  
**RECEIVED**

**TONY SHIPLEY**  
STATE REPRESENTATIVE  
2<sup>nd</sup> LEGISLATIVE DISTRICT  
SULLIVAN COUNTY

**House of Representatives**  
**State of Tennessee**

NASHVILLE

**CHAIR**

GOVERNMENT OPERATIONS, HEALTH  
AND EDUCATION SUBCOMMITTEE

**MEMBER OF COMMITTEES**

TRANSPORTATION  
FISCAL REVIEW BOARD  
GOVERNMENT OPERATIONS  
REPUBLICAN CAUCUS SECRETARY

January 28, 2013

Commissioner John Schroer  
James K. Polk Building, Suite 700  
505 Deaderick Street  
Nashville, TN 37243-0349

Dear Commissioner,

As state representative for the 2<sup>nd</sup> district, I have concerns regarding TDOT's proposal for the Memorial Blvd. / SR 126 project.

I am concerned that TDOT's four lane option (A or B) with sidewalks, bike lanes, and 12 ft. grass center median from Harbor Chapel Road to Cooks Valley Road is excessive, more than needed across Chestnut Ridge, and too expensive.

I also have concerns regarding TDOT's modified Alternative B. The section from Harbor Chapel Road to the west of Old Stage Road is essentially the present configuration...which is unsatisfactory. This section is currently known by area residents as the "racetrack" as drivers in the center lane hurry to pass slower traffic to transition into two lanes prior to Old Stage Road. I am very concerned that with the future growth in the Indian Springs area (which is inside the City of Kingsport are growth boundary) that the highway project with the modified Alternative B will have insufficient capacity and become very congested in future years. The local economy will be recovering with new housing developments on vacant land and future economic development in the area.

I would like to request that TDOT evaluate a minimal four lane from Harbor Chapel Road to Cooks Valley Road. This proposal would be a four lane with no grassy median and only a center barrier to separate opposite travel lanes, and minimal paved shoulders. There should be no sidewalks, no bike lanes, and possibly no curb and gutter. This should be an efficient, cost-effective four lane. The section between East Lawn and Cemetery and Yancey's Tavern should be further compressed to a minimal four lane to avoid moving graves or disturbing the historical property. This minimum four lane footprint as described will minimize impact to Chestnut Ridge, the cemetery, and historical property while providing the traffic capacity needed for future years in an effective and different manner that minimizes costs.

Rec'd 1-31-13  
CRD



I would like for TDOT to advise me how the footprint (in feet) of a minimal four lane as described compares to the footprint of the proposed TDOT modified Alternative B.

Please note that the Sullivan County Commission passed a resolution favoring a four lane from East Center Street to Interstate 81.

Respectfully Requested,

A handwritten signature in black ink that reads "Tony Shipley". The signature is written in a cursive style with a large, sweeping "T" and a long, horizontal stroke at the end.

Tony Shipley  
State Representative



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**COMMISSIONER'S OFFICE**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2848

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

February 5, 2013

The Honorable Tony Shipley  
State Representative  
114 War Memorial Building  
Nashville, Tennessee 37243

Dear Representative Shipley:

Thank you for your January 28, 2013 letter stating your concerns regarding the SR-126 (Memorial Blvd.) project in your district.

At the public hearing, the three alternatives presented are in keeping with the common ground recommendations of the Community Resource Team (CRT) with regard to the number of lanes through different areas of the project, and are in line with the latest travel models and traffic projections. TDOT is currently moving forward in the National Environmental Protection Act (NEPA) process by considering all input gathered during the public hearing process which will allow the department to develop the Final Environmental Impact Study (FEIS) document. Your letter will be included in the official public hearing record. There will be opportunities to address actual changes in community needs and actual changes in traffic demand during the design phases of the project. Adding a new alternative now, during the NEPA process, would require TDOT to go back and develop a new Draft Environmental Impact Statement (DEIS) and then hold another public hearing, delaying the project several more years.

Your letter stated some concerns with the alternatives from Harbor Chapel Road to Cooks Valley Road, and requested TDOT to evaluate a minimal four lane with a center barrier separating the opposing travel lanes and with minimal paved shoulders. On this type of roadway that has side road intersections and driveways, it is not appropriate to have a center barrier since the openings in the barrier would create very dangerous obstacles. The currently proposed 6' paved shoulders are about as narrow as can be constructed and still be wide enough to allow vehicles such as school busses and postal carriers to completely pull out of the travel lane. They also allow drivers leaving the travel lane to recover and not run off the side of the road or over-correct and be thrown into oncoming traffic. Adding adequately wide shoulders is one of the most significant safety features of the project. Since safety is a major need of the SR-126 (Memorial Blvd.) project, the suggested minimal four lane would not meet the project's purpose and need.

You are also concerned that Alternate B Modified has the same lane configuration traveling east from Harbor Chapel Road; however, the two eastbound lanes in the alternative will extend approximately 1,000' past the Old Stage Road intersection where they currently end prior to the intersection.



Thank you again for your active involvement and support of the SR-126 (Memorial Blvd.) project. If you have any questions, please contact Mr. Gary King, Project Manager for this project, at 615-741-4777 or by email at [gary.king@tn.gov](mailto:gary.king@tn.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'JCS', followed by a long horizontal flourish.

John C. Schroer  
Commissioner

JCS:GK

Cc: Mr. Gary King, W/Attach.

#39532

(all the following will receive attachments)

Bc: Mr. Scott Black  
Mr. Paul Degges  
Mr. Toks Omishakin  
Mr. Joseph Galbato  
Mr. Chris Christianson  
Mr. Ralph Comer  
Ms. BJ Doughty  
Ms. Danielle Hagewood  
Mr. Jim Ozment  
Ms. JonnaLeigh Stack  
Mr. Matt Barnes  
Mr. Doug Gunnels  
Ms. Michelle Griggs, W/Original Attach.



**From:** Gary King  
**To:** "Lois Reedy"  
**Cc:** [TDOT Comments](#); Danielle Hagewood  
**Subject:** RE: SR126(2)  
**Date:** Monday, January 28, 2013 1:12:00 PM

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Ms. Reedy,

Thank you for the additional comments and questions below relating to the SR-126 project. They will also be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will address all the questions received and will use the transcript comments in the process of selecting the preferred alternative and moving forward with the project.

Thanks again,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Lois Reedy [<mailto:loisreedy@charter.net>]  
**Sent:** Sunday, January 27, 2013 5:54 PM  
**To:** Lois Reedy; TDOT Comments; Gary King  
**Subject:** SR126

Dr. La-Vern & Lois Reedy  
4509 Stagecoach Rd.  
Kingsport, TN 37664

Please enter this concern in the record-

In rereading the reports on the SR126 project, I find no concern shown for the noise problem that a 4 lane road would cause. Surely there is some treatment of this problem considered in the road project. If our trees are removed and the road built closer to our homes, we will have a considerable elevation of the noise level. Why is no consideration given to removing land from the upper level of the road? The should level does not travel uphill as badly. What type of barriers are being considered?

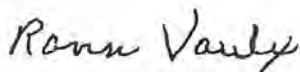
405 Wine Circle  
Blountville, TN 37617  
January 26, 2013

Public Meeting Comments  
Attn: SR 126 Corridor

I commend TDOT for its Alternative B Modified: a cost effective, context sensitive solution for the difficult section of SR 126 from Harbor Chapel Road to Cooks Valley Road. This section includes the beautiful and historically significant Chestnut Ridge, the 1761 Island Road (present day Chestnut Ridge Road), the National Register site Yancey's Tavern including reportedly the last cut stone culvert in the state, and East Lawn Cemetery. The modification of Alternative B from a divided four lane east of Harbor Chapel Road to two travel lanes with center turn lane should give real cost savings and reflects the decreasing traffic counts east of Old Stage Road and moderated growth projections for the area. Alternative B Modified will preserve the character of Chestnut Ridge and eliminate the need to destroy the 1761 Island Road north of SR126. Slight narrowing of the lanes will allow the upgraded SR 126 to fit between the National Register site and the cemetery with no movement of graves and no invasion of the Yancey's Tavern grounds.

Since 2004, my project to save Yancey's Tavern has consumed a quarter million dollars of my resources (no grants, no tax write-offs). This includes buying it (and four acres of the original 5-acre site), restoring it from a 40-year vacancy and 15-year neglect, furnishing it, and maintaining it and its grounds (\$6000/year). In view of this I am concerned over the admitted adverse visual impact of more lanes and pavement in front of an 18<sup>th</sup> century tavern. Ms. Tammy Sellers, TDOT Historic Preservation Supervisor, told me at the public hearing to expect to receive information in February 2013 on this matter. As I expect to remain engaged and follow this as closely as possible, I will appreciate anything received regarding mitigation, retaining walls, etc. I have to hope the Advisory Council on Historic Preservation and the TN State Historic Preservation Officer will insure minimal adverse impact on Yancey's Tavern from the SR 126 project as the Memorandum of Agreement is negotiated.

Sincerely,



Rann Vaulx, Owner Yancey's Tavern



January 25, 2013

Project Meeting Comments  
Attn: State Route 126 Corridor  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville TN 37243-0332

Dear Sirs:

I'm writing to support the **Modified B WITH THE RETAINING WALL** version **without** a Trinity Lane connector of the proposed road improvement.

I vehemently oppose the version without a retaining wall as shown by the dashed orange line that would cut off the existing Trinity Lane. Modified B with the Retaining Wall will have the least impact on the area it passes through and not isolate the public Pyle cemetery at the end of Trinity Lane.

Sincerely,



Jolly Hill  
4407 Greenspring Circle  
Kingsport TN 37664  
JGHHill@aol.com

Please add this to the record.

**From:** Gary King  
**Sent:** Tuesday, January 22, 2013 9:02 AM  
**To:** 'Jenny Gillespie and Tom Floyd '  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: SR-126 Hearing Comments

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Ms. Gillespie & Mr. Floyd,

Thank you for your comments. Your document(attached) was received with your email below. That document will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative and moving forward with the project.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
gary.king@tn.gov  
(615) 741-4777

-----Original Message-----

**From:** Jenny Gillespie and Tom Floyd [mailto:greenspring@charter.net]  
**Sent:** Sunday, January 20, 2013 1:46 PM  
**To:** TDOT Comments  
**Cc:** Jenny Gillespie and Tom Floyd ; Gary King  
**Subject:** SR-126 Hearing Comments

To TN Dept of Transportation;

I've attached my comments from the December 11th, 2012 Public Hearing at Sullivan Central HS on State Route 126 Project as a PDF file in this email.  
Please notify me if you did not receive this document.

Sincerely,

Jenny Gillespie and Tom Floyd  
greenspring@charter.net





Long Island Chapter 3-050-TN  
Daughters of the American Revolution  
Kingsport, Tennessee

January 18, 2013

Public Hearing Comments  
SR 126 (Memorial Boulevard) Corridor Improvement Project  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 3723-0332

Dear Sir:

I am requesting the following comments be entered into the Public Hearing record for the SR 126 Highway improvement Project.

Long Island Chapter, National Society Daughters of the American Revolution is concerned with the impact, both visual and physical, of the improvements to Highway 126 at Yancey's Tavern and along Chestnut Ridge. This is an area of historical significance. The section of road that concerns us is from Old Stage Road to Cooks Valley Road. Yancey's Tavern was built in 1779 and is listed on the National Register of Historic Places. We ask that you value and protect Chestnut Ridge. We must afford maximum protection to Yancey's Tavern and East Lawn Cemetery. We ask that you spend tax dollars effectively, efficiently, and respectfully keeping in mind both the motorist and the community.

We would choose Alternative B Modified because zero graves will be impacted, there is less impact to Chestnut Ridge and properties, it is built at a lower cost, there is less four lane construction and, therefore, less chance of speeding. Additionally, we ask that you minimize the profile (footprint) at the Yancey's Tavern/East Lawn location in order to minimize visual impact. Are a five foot sidewalk and two foot curb and gutter necessary at this location?

Sincerely,

Ellen C. Sims, Regent  
Long Island Chapter, NSDAR  
505 Forestdale Road  
Kingsport, TN 37660

Cc: Rann Vaulx, Darryl Addington, Patrick McIntyre, LaShavio Johnson

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**From:** Gary King <Gary.King@tn.gov>  
**Sent:** Thursday, January 17, 2013 3:13 PM  
**To:** 'anewland@chartertn.net'  
**Subject:** RE: SR126

Mr. & Mrs. Newland,

Thank you for your comments on the SR-126 (Memorial Boulevard) from East Center Street to I-81. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

**From:** [anewland@chartertn.net](mailto:anewland@chartertn.net) [<mailto:anewland@chartertn.net>]  
**Sent:** Friday, January 11, 2013 3:22 PM  
**To:** John Schroer; [lt.gov.ron.ramsey@capitol.tn.gov](mailto:lt.gov.ron.ramsey@capitol.tn.gov); [rep.tony.shipley@capitol.tn.gov](mailto:rep.tony.shipley@capitol.tn.gov); [rep.jon.lundberg@capitol.tn.gov](mailto:rep.jon.lundberg@capitol.tn.gov); Gary King  
**Subject:** SR126

I am writing to express my support for the full four-laning of SR126 from Center Street in Kingsport to I-81. I understand that there are some vocal opponents to the project, but if you check you will find that most of the opposition is coming from people who do not live in Indian Springs. The residents of Indian Springs have overwhelmingly voiced their support for the four-lane option each time they were given the opportunity to do so. If you eliminate the bike lanes and sidewalks a four-lane highway can be constructed without adversely affecting East Lawn Cemetery or Yancey Tavern. Please provide us with a modern highway that stimulate growth and provide easier access to grocery stores and hospitals.

Allan and Carol Newland  
5301 Lonesome Pine Road  
Kingsport, Tn 37664  
423-341-2235



**Subject:** FW: SR126 Corridor  
**Date:** Friday, January 25, 2013 11:50:15 AM

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**From:** TDOT Comments  
**Sent:** Wednesday, January 23, 2013 7:45 AM  
**To:** 'jghhill@aol.com'  
**Subject:** RE: SR126 Corridor

Dear Ms. Hill:

Thank you for your recent email. I hope I can clear up any confusion about the Trinity Lane Connector.

This link, <http://www.tdot.state.tn.us/sr126/involvement.shtm>, takes you to the Public Involvement page on the SR-126 project website. The six public hearing maps on that page are the most up to date. There is no Trinity Lane Connector(s) currently in Alternate A or Alternate B. Trinity Lane Connectors were shown on the layouts in Appendix D of the DEIS that is also on that website page. Those layouts are out of date.

Regarding Alternate B Modified, there are two options along that part of the project:

- One option would be to use a retaining wall along SR-126 (shown in black). With the retaining wall option, there would not be a Trinity Lane Connector on Alternate B Modified.
- The other option would be to not use a retaining wall. The limits of the area that would be affected without a retaining wall are shown by the dashed orange line and would cut off existing Trinity Lane. The option without a retaining wall would require the Trinity Lane Connector on Alternate B Modified.

There is no Trinity Lane Connector on Alternate A, Alternate B or Alternate B Modified – with a retaining wall. However, there is a Trinity Lane Connector on Alternate B Modified – without a retaining wall.

I hope this helps you so you can send in your comments and recommendations to be considered along with all the comments received from the hearing. Please send in any comments before January 31, 2013.

If you have any questions, I will be happy to answer them.

Sincerely,

Gary D. King

Project Management Division  
Suite 600, James K. Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

**From:** JollyHill [<mailto:jghhill@aol.com>]  
**Sent:** Thursday, January 10, 2013 10:50 AM  
**To:** Gary King  
**Cc:** John Schroer  
**Subject:** SR126 Corridor

RE: SR126/Memorial Boulevard and the Trinity Lane Connector

January 10, 2012

Mr. King,

After our phone conversation Monday, January 7, 2013, I was still trying to understand the various plans for the Trinity Lane connector. Looking at Alternate A and B I see no indications that Trinity Lane would be closed but instead directed to Memorial Boulevard by way of Amy Avenue. So why would the Trinity connector be shown on those plans since there is no reason for it? And since Modified Plan B has a smaller profile than either A or B why would there be any road fill or dumping that would close part of Trinity? I would like to have these questions answered before the design phase of the project gets started and if you can't find the answers would you please forward this to someone who could?

Thank you for your attention to these matters.

Jolly Hill  
[JGHHill@aol.com](mailto:JGHHill@aol.com)  
4407 Greenspring Circle  
Kingsport TN 37664  
423-246-7246



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**From:** info@fix126right.com  
**Sent:** Friday, January 11, 2013 7:10 AM  
**To:** Kingsport\_MPO Albright; Gary King\_(TDOT)  
**Cc:** tony\_shipley@yahoo.com; Commisioner Bowery  
**Subject:** [FWD: SR 126 Feedback] (received on 1/10/13)

This feedback was received at the [Fix126Right.com](http://Fix126Right.com) website on 1/10/13. It is forwarded to TDOT and Kingsport MPO representing the opinion of a local citizen.

----- Original Message -----

Subject: SR 126 Feedback  
From: [pdcastille@charter.net](mailto:pdcastille@charter.net)  
Date: Thu, January 10, 2013 3:30 pm  
To: [info@fix126right.com](mailto:info@fix126right.com)

Fix126Right - Feedback Form Submission

First Name: Paul  
Last Name: Castille  
Address: 4533 Merrywood Ave.  
City: Kingsport  
State: TN  
Zip: 37664

Frequency of road use: Every day

Email: [pdcastille@charter.net](mailto:pdcastille@charter.net)

Comments: They already made the right turn from John B Dennis exit ramp worse. It used to have a curve and yield sign. Now you have to stop for the light and make a sharp right turn. They should change it back to the way it was.

**From:** [TDOT Comments](#)  
**To:** ["info@fix126right.com"](mailto:info@fix126right.com)  
**Cc:** [Gary King](#)  
**Subject:** RE: Feedback Summary to TDOT and Elected Officials  
**Date:** Thursday, January 17, 2013 8:09:25 AM  
**Attachments:** [Feedback to Fix126Right Website d.pdf](#)

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Thank you for the comments through the "Fix126Right Website" on SR-126 (Memorial Blvd.) from East Center Street in Kingsport to I-81.

Those comments about the proposed SR-126 improvement project will be included in the official hearing transcript of the December 11, 2012 Public Hearing. All the comments and recommendations in the transcript will be addressed and considered as the project proceeds.

If you have any questions, please contact Gary King, Project Manager for this project, and he will be happy to assist you. His contact information is as follows:

Gary D. King  
Project Manager  
Project Management Division  
Tennessee Department of Transportation  
Suite 600, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

Sincerely,

John C. Schroer  
Commissioner

---

**From:** [info@fix126right.com](mailto:info@fix126right.com) [<mailto:info@fix126right.com>]  
**Sent:** Thursday, January 10, 2013 6:54 PM  
**To:** John Schroer; Gary King  
**Cc:** [lt.gov.ron.ramsey@capitol.tn.gov](mailto:lt.gov.ron.ramsey@capitol.tn.gov); [tony\\_shipley@yahoo.com](mailto:tony_shipley@yahoo.com); [jon@corporatepr.com](mailto:jon@corporatepr.com); Mayor Godsey; Vice\_Mayor Parham; Commisioner Johnson; Commisioner Bowery; Commisioner Gardner; City\_Manager Campbell; Gov.\_Relations Whaley; Kingsport\_MPO Albright; Mayor Phillips  
**Subject:** Feedback Summary to TDOT and Elected Officials

**Attached is a summary of the feedback to the Fix126 website** received from 12/7/12 thru 12/31/12. **Note that 57% of respondents favor a 4-lane solution, 17% a 2-lane, 13% a 3-lane, and 13% "Do Nothing".** With the ongoing large number of fatalities and heavy school traffic, doing nothing or putting shoulders on the existing outdated highway are not credible solutions to the Memorial Blvd./SR 126 rebuild. The 57% of respondents who favor a 4-lane is about the same percentage that favored a 4-lane solution in TDOT sanctioned community



votes in 2004-2005.

Feedback indicates a high level of frustration with TDOT and elected officials after many years of delay. After two additional fatalities in 2012 and 10 years of talk, residents are anxious for the treacherous highway to be fixed without further delay. Scott Mendenhall, husband of the March, 4, 2012 SR 126 fatality, asked TDOT representatives at the environmental feedback session ... **TDOT has been talking about fixing Highway 126 for the last 10 years, and my wife is dead. Why has TDOT not done something before now?**

**Following is feedback from a resident who lives along SR 126:**

**"Something needs to be done with this road NOW.** The part of 126 Where i live It's so hard for me and my husband to get out of the driveway every morning. Im scared to live and drive on this road I can't let my 2 year old play in her own frond yard. In Nov. on thursday thur sunday there was 4 wrecks everyday and one was a dear friend of mine who lost her husband a COP.**I just really hope we all can do something about this road! PLEASE."**  
**Crystal Dotts, 5372 Memorial Blvd, Kingsport (12/07/12)**

**Three additional comments include:**

"126 should be 4-laned from Center Street to I-81 to encourage businesses to locate in this area. When I moved to Indian Springs in 1974 there was a doctor, dentist, auto parts store, restaurant, and later a full service grocery store; all gone now and I believe due to lack of improvements to 126. Improved safety is the main concern, but improved business conditions should also be considered."

**Allan Newland, Lonesome Pine Rd., Kingsport**

"I think we need a 4 lane road all the way. Not only will it serve future needs but will be much safer than any other way. Please \"Do Not\" put in a 2, 3, and 4 lane highway in only 8 miles of distance. We have had enough wrecks and enough people killed on this road already." **John Townsend, Pettyjohn Rd., Kingsport**

"PLEASE fix this road to 4 lane before other people are killed you can't put a price on someone's life. Thank You." **Kimberly Strouth, Memorial Blvd. Kingsport**

**This feedback summary is submitted for TDOT and elected officials consideration.**

**Respectfully ...**

Input Summary for Fix126Right Website (12/07/12 thru 12/31/12)

	Name	Address		Name	Address
		<b>Favor 4-lane / long term solution (57%)</b>			<b>Favor 2-lane (17%)</b>
1	T. Taylor	4822 Memorial Blvd., Kingsport	1	D. York	5121 Foxfire Trl, Kingsport
2	R. Frentz	587 Masengill Road, Blountville	2	L. Landis	5114 Springview St., Kingsport
3	D. Easley	3951 Hwy 126, Blountville	3	C. Austin	4810 Lake Park Dr., Kingsport
4	P. Bridges	702 Wedgewood Circle, Kingsport	4	C. Dunn	2356 Woodridge Ave, Kingsport
5	J. Hurt	313 Lakecrest Drive, Kingsport			
6	A. Harding	282 Blackburn Rd, Blountville			<b>Favor 3-lane (13%)</b>
7	K. Johnston	405 Kilkenny Rd., Kingsport	1	A. Dixon	866 Harr Town Rd., Blountville
8	K. Strouth	5013 Memorial Blvd., Kingsport	2	J. Pollak	217 Oneida Ct., Kingsport
9	C. Lawson	294 Island Road, Kingsport	3	R. English	5236 Memorial Blvd., Kingsport
10	J. Nichols	104 Cedar Brook Court, Kingsport			
11	J. Townsend	227 Pettyjohn Rd, Kingsport			<b>Do Nothing (13%)</b>
12	D. Fleming	149 Rose Trace Ct. Blountville	1	K. Elton	4841 Peers, Kingsport
13	A. Newland	5301 Lonesome Pine Rd., Kingsport	2	J. Trent	537 Pleasant Hills Rd, Kingsport
			3	P. Chapman	4592 Old Stage Rd. Kingsport
		<b>Other</b>			
1	Property owner with question for TDOT (A. Price, 108 Shuler Dr)				
1	Requested not to participate ... not included				
1	Comments unclear ... not included				
1	<b>Something needs to be done with this road NOW. ...PLEASE.</b> C. Dotts, 5372 Memorial Blvd, Kingsport (12/07/12)				



**Subject:** FW: 4 Lane 126 Is My Choice To Best Fix 126  
**Date:** Friday, January 25, 2013 12:30:22 PM

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**From:** TDOT Comments  
**Sent:** Thursday, January 17, 2013 8:39 AM  
**To:** 'rkjandgloria@gmail.com'  
**Cc:** Gary King  
**Subject:** RE: 4 Lane 126 Is My Choice To Best Fix 126

Dear Mr. Johnston:

Thank you for your comments on SR-126 (Memorial Blvd.) from East Center Street in Kingsport to I-81.

Your comments about the proposed SR-126 improvement project will be included in the official hearing transcript of the December 11, 2012 Public Hearing. All the comments and recommendations in the transcript will be addressed and considered as the project proceeds.

If you have any questions, please contact Gary King, Project Manager for this project, and he will be happy to assist you. His contact information is as follows:

Gary D. King  
Project Manager  
Project Management Division  
Tennessee Department of Transportation  
Suite 600, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

Sincerely,

John C. Schroer  
Commissioner

**From:** KEITH JOHNSTON [<mailto:rkjandgloria@gmail.com>]  
**Sent:** Wednesday, January 09, 2013 7:01 PM  
**To:** John Schroer; [lt.gov.ron.ramsey@capitol.tn.gov](mailto:lt.gov.ron.ramsey@capitol.tn.gov); [rep.tony.shipley@capitol.tn.gov](mailto:rep.tony.shipley@capitol.tn.gov); [rep.jon.lundberg@capitol.tn.gov](mailto:rep.jon.lundberg@capitol.tn.gov); Gary King; [info@fix126right.com](mailto:info@fix126right.com)  
**Subject:** 4 Lane 126 Is My Choice To Best Fix 126

Gentlemen:

I have lived in Indian Springs community for over 45 years and lived with the daily dangers of a poorly designed road. Thankfully, I have not had any major accidents thus far. I drove it daily to work and now use it 4-10 times a week. I hope that you, as my advocates, will push to get this problem road improved in the immediate future so my 4 grandchildren and my 2 children can drive home and to work on safer roads.

Thank you for allowing my input.

R Keith Johnston  
405 Kilkenny Rd  
Kingsport, Tn 37664

[rkjandgloria@gmail.com](mailto:rkjandgloria@gmail.com)



#39277

PUBLIC HEARING COMMENTS

SR 126 (Memorial Blvd) Corridor Improvement Project

TN Dept. of Transportation  
Commissioner's Office

RECEIVED

Terry Larkins  
4912 Memorial Blvd.  
Kingsport, TN 37664  
terlark@chartertn.net  
423-367-5803

JAN 10 2013

Jan. 07, 2013

To: FHWA & TDOT Decision Makers,

As a resident with access to state highway 126 for several years and have witnessed several accidents over that time. It seems to me this project has a high cost overkill attached with no real future value except to the city of Kingsport. Referring to improvements from center street to old stage road where no real safety improvement would be met, and would cut the cost of this project a great deal.

As a tax payer I hate waste and short term planning causes waste, like painting road lines, cutting center rumble strips adding reflector, then a few months later come back and repave having to cut rumble strips and reflector, and paint again.

However improvements from Old Stage Road to Interstate 81 are greatly needed and should have been started 2 years ago, whether you drop Center Street to Old Stage Road or not.

Please do this project right! Before the death and accident rate rises again.

Sincerely: Terry Larkins

PS: Myself, I have had two separate accidents just turning into my driveway hit in the rear twice, once in my car (Morning), once in my truck (Evening) about a year apart.

RECEIVED  
JAN 10 2012  
CONSTITUENT SERVICES

#39192

December 20, 2012

DEPT. OF  
COMMISSIONER  
RECEIVED

To Whom It May Concern:

We are writing concerning the renovations to Highway 126 from Carolina Pottery to Center Street in Kingsport. Our home is at 5222 highway 126 and we have concerns about the signage on the Blountville end where the road reduces to a 2 lane highway from the 4 lane.

On numerous occasions our vehicle has been almost hit because there are no arrows on the road to indicate what lane that you should be in when the road reduces to the 2 lane. We would like to see the arrows painted on the road way as they are on the Kingsport end and better signage put up as well.

I also would like to voice my concerns on the road itself. I feel that should the road be 4 lanes it would only cause the road to become a racetrack. As I have noticed on many occasions, students leaving the school at day's end tend to speed on the highway. I feel an extra lane on each end would promote this thus causing more accidents than being a fix for the problem.

The widened shoulders and lanes are a very good idea, but I feel that we have no need for a bike lane. We only see one runner on our end of the road way and have never seen a bike rider.

Thank you for reading my comments.

Sincerely,

*Blanche Faye Fillers*

Blanche Faye Fillers

5222 Hwy 126  
Blountville TN 37617

RECEIVED

JAN 02 2012

CONSTITUENT SERVICES



**From:** Willis Wagner  
**To:** Gary King  
**Subject:** Route 126  
**Date:** Wednesday, December 19, 2012 1:26:55 PM

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I really appreciate your most recent response to me. I realize that sometime I may have been a nag to you guys. But I sincerely hope we can do better with this road than is being discussed in our paper. Our politicians have failed us in the past on this road. You (TDOT) should have been asked years ago to consider this project. It just seems to me that narrowing of any roadway over and over again is dangerous especially with the speeds people try to maintain today. I have attended most all of your previous meetings but due to health reasons I was unable to this time. Please, please do your best to give us a four lane highway.

Have a nice holiday.

James Wagner  
37664

**From:** Gary King  
**To:** "Scott Williams"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: SR 126 improvement project in Sullivan county  
**Date:** Friday, December 14, 2012 4:51:51 PM

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Mr. Williams,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

Gary D. King  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
gary.king@tn.gov  
(615) 741-4777

-----Original Message-----

From: Scott Williams [mailto:smwill423@aol.com]  
Sent: Friday, December 14, 2012 8:52 AM  
To: TDOT Comments  
Subject: SR 126 improvement project in Sullivan county

Greetings,

I would think the most practical solution is to determine where the accidents, especially fatal ones, have already occurred and if clustered, concentrate on solving correctable influences attributable to the road itself in those areas since you really can't eliminate enough human error to matter significantly.

More asphalt, etc. just means more upkeep in a time when taxpayers are already struggling, and straighter, wider roads usually means increased driver speeding, distractions from cell phone use and other factors that may lead to even more accidents than currently occurring.

Sincerely,  
Scott Williams, Sullivan county resident



Dear Mr. Wagner,

Thank you for your email concerning the proposed improvements to SR-126 (Memorial Boulevard) project from East Center Street to I-81 (PIN 105467.00). Per your request, I have forwarded your email to Commissioner Schroer and have been asked to respond to your questions.

The project "build" alternatives that were presented at the December 11, 2012 Public Hearings closely follow the recommendations made by the Community Resource Team. The main purpose and need for this project is safety. The Draft Environmental Impact Statement (DEIS) studied a "no build" alternative and two "build" alternatives. One "build" alternative has a 4-lane roadway in front of the Yancey's Tavern property and requires numerous grave relocations in the East Lawn Cemetery. Just past these properties the roadway transitions to 3-lanes at Cooks Valley Road. The other "build" alternative transitions to a 3-lane roadway just prior to the cemetery. It requires fewer grave relocations, but they are still numerous. An additional "build" alternative was presented at the Public Hearing. It has a 3-lane roadway in front of the Yancey's Tavern property and requires land acquisition from the cemetery but no grave relocations. This alternative has retaining walls on both sides of the roadway similar to your recommendation. It also has shoulders on both sides of the roadway which are a very important safety feature of this project.

After review of the public comments including your recommendations, the Department may further evaluate the possibility of using a reduced 4 lane roadway through this section as well as other options.

Everyone's input is important in the development of a project. I hope you were able to attend one of the project public hearings on December 11, 2011.

Thanks,

**Gary D. King**

Project Manager

TDOT, Project Management Division

Suite 600, JK Polk Bldg.

RECEIVED

December 12, 2012

Tennessee Department of Transportation  
Suite 700  
James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243

Re: Comments State Route 126

Dear Sir:

I am very concerned about the most recent design you are proposing on State Route 126. I strongly recommend that you make every effort to start on Center Street and stop at Interstate 81 with a four lane road that includes 10 foot shoulders on both sides first. You simply cannot build a road as you have proposed with all of these lane changes and expect the general public to believe that you have their safety in mind. That "dog will not honestly hunt" out in the county

First of all I believe that as a general statement you are dumping a lot of funds in downtown Kingsport that is desperately needed to provide safety out in the county. We need the money you are spending on sidewalks and grass medians and other wasteful items to go toward constructing a safe road in the county. Not to mention what the additional right-of-way downtown will cost versus the same kind of land out in the county to make room for all of these items. Grass medians and sidewalks on both sides is a good example. Truck lane leaving Kingsport and no such thing on the east side of Chestnut Ridge is another. It is very hard to believe that your alignment must take the volunteer fire department building for instance with all of the public property that now exists at that location. What is the reason for that?

The Sullivan County Commission has gone on record recommending a four lane highway from one end to the other. Don't that vote count for anything? We elected the majority of most of these officials and had nothing to do with electing the City officials.

We have lived here for about twenty- three years now and believe that the public record will show that nearly all of the eighteen people who were killed on this death trap were on top of or east of Chestnut Ridge. Some small children and mothers that I am sure died east of Chestnut Ridge.

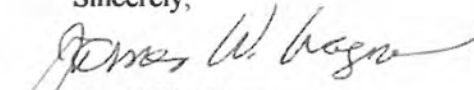
Last I still recommend that smaller projects be awarded as soon as possible rather than wait until the whole 100 million dollars is available by starting somewhere between the top of Chestnut Ridge and Interstate 81. That is where the safety problem exist now. Compared to the safety problem out here (Indian Springs) Kingsport is doing just fine.



I sincerely and honestly want Kingsport to continue their progressive ways but please do not allocate money to them that is desperately needed to provide safety to our community first. Multiple sidewalks can be funded later for example. Grass medians or any other extraordinary benefits included in this plan can wait.

Thank you for providing this additional comment period and I sincerely hope that my recommendations will be considered on the final plans of this much needed project. Safety must come first through out the entire project and we have waited far to long.

Sincerely,



James W. Wagner

cc: Governor Haslam

**From:** Gary King  
**To:** "Kilgore, Stacy S"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: Hwy 126  
**Date:** Friday, December 14, 2012 4:32:27 PM

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Stacy Kilgore,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Kilgore, Stacy S [mailto:skilgore@eastman.com]  
**Sent:** Wednesday, December 12, 2012 8:11 AM  
**To:** TDOT Comments  
**Cc:** Kilgore, Stacy S  
**Subject:** FW: Hwy 126

I don't think it is the road, I think a lot of it is the drivers on the road. Some of them fly on the road and some of them do 10 to 20 miles under the speed limit. If people would just do the speed limit that would probably solve a lot of the problems. That is what I think causes a lot of the wrecks. That last wreck where it killed the off-duty deputy was not the road's fault at all. I think if you put in a four lane road they will be more wrecks than before because people will probably go faster on the four lane than they would on the two lane road.

Stacy Kilgore



-----Original Message-----

From: apryce@ymail.com [mailto:apryce@ymail.com]  
Sent: Wednesday, December 12, 2012 7:52 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: al  
Last Name: price  
Address: 108 shuler dr  
City: Kingsport  
State: tn  
Zip: 37664

Frequency of road use: everyday

Email: apryce@ymail.com

Comments: i live and own land righth off of 126 on shuler dr ,will my land be affected in the road project,thank you for your time

-----Original Message-----

From: [ikilgore@trisummitbank.com](mailto:ikilgore@trisummitbank.com) [<mailto:ikilgore@trisummitbank.com>]  
Sent: Wednesday, December 12, 2012 12:25 PM  
To: John Schroer; [lt.gov.ron.ramsey@capitol.tn.gov](mailto:lt.gov.ron.ramsey@capitol.tn.gov); [rep.tony.shipley@capitol.tn.gov](mailto:rep.tony.shipley@capitol.tn.gov); [rep.jon.lundberg@capitol.tn.gov](mailto:rep.jon.lundberg@capitol.tn.gov); [info@fix126right.com](mailto:info@fix126right.com)  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Lesley  
Last Name: Kilgore  
Address: 209 Fall Creek Road  
City: Blountville  
State: TN  
Zip: 37617

Frequency of road use: every day

Email: [ikilgore@trisummitbank.com](mailto:ikilgore@trisummitbank.com)

Comments: The road does not kill people, people driving recklessly kill people. I believe if the speed limit was enforced, it would help with driver's safety. I really don't understand why it was lowered from 50 to 45. You still have people that do 20 miles or more below the speed limit with traffic backed up for miles or people doing 10-15 miles or more over. I agree that added shoulders would be a great benefit to this road and more street lights. That might help with people running off the edge of the road and overcorrecting. I think it is ridiculous to want to add bike and walking lanes. A main highway is not the place for pedestrians and bicycles. It's a complete waste of our tax money. I do not agree with touching the graves or Yancey's Tavern. I think that is disrespectful to the deceased and their families. If you ever travel 126 in the 5 pm traffic where the road goes from a 3 lane to a 2 lane, you can see that would be a complete disaster to add sections of the road that are 3-4 lanes and back to 2. People would be driving even more recklessly than ever to pass everyone to get in the front and cause more wrecks and fatalities. How many wrecks and fatalities happen on Stone Dr (Hwy 11W), I-81, I-26, 394? A redlight was added to 11W at 394. There are still lots of wrecks there. There are a lot more things that we could spend our tax dollars on that people would benefit from like our schools. Also, with the deer population as overpopulated as it is, I think something could be done about that. There are deer everywhere on 126. That could kill someone too. Allow people to hunt in the area with bows to help weed them out some. Thanks for listening and good luck :) May God bless you!!



-----Original Message-----

From: arnoldjr60@charter.net [mailto:arnoldjr60@charter.net]  
Sent: Wednesday, December 12, 2012 2:54 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shiple@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Arnold  
Last Name: Dixon  
Address: 866 Harr Town Rd.  
City: Blountville  
State: TN  
Zip: 37617

Frequency of road use: Usually more than once a day.

Email: arnoldjr60@charter.net

Comments: I believe 2 lanes with a 3rd lane for turning would be efficient for several years. However if it isn't patrolled by police officers and/or cameras implemented then there will still be fatalities.

**From:** Gary King  
**To:** "Carl Smith"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: SR126 Corridor Improvement Project  
**Date:** Friday, December 14, 2012 4:04:53 PM

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Mr. Smith,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Manager  
TDOT, Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Carl Smith [mailto:[aa4h@charter.net](mailto:aa4h@charter.net)]  
**Sent:** Wednesday, December 12, 2012 11:01 AM  
**To:** TDOT Comments  
**Subject:** SR126 Corridor Improvement Project

Due to illness, I was unable to attend the SR126 Corridor Improvement Project meeting held in Sullivan County on Tuesday December 11, 2012; but, according to our local newspaper, TDOT will still accept my preference for one of the options and will include my comments for the public record.

TDOT offered a new modified plan "B" with the four-lane portion ending at Hawthorne Street. This option comes the closest to meeting the Context Sensitive Solutions criteria and is my preference from the options offered. Please add my "vote" for this option. Also I want to thank the Commissioner for keeping his word about not taking graves at East Lawn Cemetery or impacting the Yancey Tavern property.

Carl W. Smith, Jr.  
5971 Hwy 126  
Blountville, TN  
37617-3959



**From:** Gary King  
**To:** "Jones, Vickie H"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: SR 126 Comments  
**Date:** Friday, December 14, 2012 4:29:00 PM

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Ms. Jones,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Jones, Vickie H [mailto:[vjones@eastman.com](mailto:vjones@eastman.com)]  
**Sent:** Wednesday, December 12, 2012 11:49 AM  
**To:** TDOT Comments  
**Subject:** SR 126 Comments

I was raised in the Indian Springs community and have travelled SR 126 my whole life. My parents still live in Indian Springs and I am concerned for their driving safety during the upcoming construction which will last, I am sure, several years.

My 17 year old son was killed in an accident on SR 126 in December, 2005. He is buried, along with my brother, at East Lawn Cemetery. I am not in favor of construction that would affect ANY graves at East Lawn.

I do not feel widening the road is the answer to everyone's issues. Yes, the road is heavily travelled; however, if more could be done to control cell phone usage and texting during driving I think that would be a huge help.

The issue, in my opinion, is not the road. It is the multi-tasking that most drivers – including my son - seem to think they must do when they are behind the wheel.

Thank you for your consideration.

Vickie Jones  
Eastman Chemical Company  
Phone 423-229-1748  
Fax 423-229-1194

**From:** [Gary King](#)  
**To:** ["Jan Hall"](#)  
**Cc:** [TDOT Comments](#); [Danielle Hagewood](#)  
**Subject:** RE: SR126 (Memorial Boulevard)  
**Date:** Friday, December 14, 2012 4:34:32 PM

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Ms. Hall,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Jan Hall [<mailto:sassypoo@charter.net>]  
**Sent:** Wednesday, December 12, 2012 1:39 PM  
**To:** TDOT Comments  
**Cc:** Billy Ray Dotson; John W Dotson; Tom & Pearl Dotson; Wanda Adams; Wanda G Adams - Work (E-mail)  
**Subject:** SR126 (Memorial Boulevard)

My mom and dad are buried in East Lawn Cemetery a few sites over from SR 126.  
I do not want them moved!

The people who speed and drive like they own the road needs to slow down or be given tickets. Maybe if you hit them in the pocket book or take away their driving rights they will get the message.

DO NOT GO WITH THE PLAN TO MOVE SO MANY OF OUR LOVED ONE FINAL RESTING PLACE.

Janrose Dotson Hall



**To:** [John W Dotson](#)  
**Cc:** [TDOT Comments](#); [Danielle Hagewood](#)  
**Subject:** RE: SR126 (Memorial Boulevard)

---

Mr. Dotson,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

**From:** John W Dotson [<mailto:jdotson7@gmail.com>]  
**Sent:** Wednesday, December 12, 2012 4:55 PM  
**To:** TDOT Comments  
**Subject:** SR126 (Memorial Boulevard)

In regard to the plans to improve SR126 Memorial Boulevard along East Lawn Cemetery. My parents Woodrow and Evelyn Dotson are buried in East Lawn close to SR126 and I do not want them moved. Please find a way to improve the road without disturbing the resting place of my and other loved ones.

John W Dotson

**From:** Gary King  
**To:** "CDean@moog.com"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: SR 126 response  
**Date:** Friday, December 14, 2012 4:15:26 PM  
**Attachments:** SR 126.doc

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Ms. Dean,

Thank you for your comments. Your email with the attached document will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** CDean@moog.com [mailto:CDean@moog.com]  
**Sent:** Wednesday, December 12, 2012 1:11 PM  
**To:** TDOT Comments  
**Subject:** SR 126 response

Thank you...Cathy

**Cathy Dean**



In August 1970, a little 12-yr old girl's life was changed forever; as she stood at the graveside of her beloved mama....who had just succumbed to a 4-year battle with breast cancer.

A mere 6 years later, that same girl stood at the graveside of her grandfather with whom she made her home after her mother's death. Her grandfather was a WWI veteran. He served in France and survived the affects of mustard gas to live to the age of 83. Three months after her grandfather's passing, a beloved aunt who treated this girl as the daughter she never had, was also buried.

My name is Cathy Odham Dean, and before the age of 18, I lost 3 very precious loved ones. In the early 1990's, my Grandmother, who finished raising me, who helped me cope with a life full of losses, who guided me into adulthood...who literally saved my life....is also buried along with the rest of my family in the Garden of Devotion at East Lawn Cemetery.

I was taught that a cemetery was Sacred Ground. I was taught to respect both gravesites and markers. When the Todd family bought cemetery plots, they were assured that their final resting place on this earth would be secure.

I understand this meeting is a hearing to decide if my family, along with so many others who are laid to rest in the Garden of Devotion, are to be exhumed and relocated....all in the name of progress.

In the name of progress: Was that not the same reason this nation's Native American's Sacred Burial Grounds were destroyed? Is today's progress going to be as dishonorable as was our country's history? I understand an historical dwelling, Yancy's Tavern, is to remain undisturbed while sacred gravesites are the alternative.

Who exactly is pushing for the proposed road expansion? Is it for homes? Both the Indian Springs and Gunning's communities have been established for a number of years. The residents of those communities, as well as the Fall Creek community, have traveled these roads for decades without issue. If this is for newer, more costly homes, were those property owners not aware of the road condition prior to their move? There are other routes available if they do not like the Chestnut Ridge drive.

I submit that the route which SR-126 project encompasses be re-evaluated. With the projected millions of dollars in cost for right of way acquisition and construction costs, why not build an overpass and not disturb either the cemetery or the historical dwelling across the road if the project passes?

If the project passes....You are asking me to relive the burial of my family...of my Mama (Hazel Lou Todd Odham), my Grandparents (William Lee and Dorothy Hazel Todd), and my Aunt (Martha Jane Todd). Quite honestly, I cannot bear the thought of burying my Mama again. If that is required, I will stand at her grave again, 42 years later, as the same little 12-year old girl who lost her Mama in 1970. I cannot bear the thought of standing at another gravesite for my Grandparents, or my Aunt.

I am asking, no BEGGING, that you reconsider the SR126 proposal. Many lives will be affected, both living and dead.

Thank you for your time.

**From:** Gary King  
**To:** "Lisa Burchell"  
**Cc:** TDOT Comments; Danielle Hagewood  
**Subject:** RE: SR126 improvement project  
**Date:** Friday, December 14, 2012 4:25:57 PM

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Ms. Burchell,

Thank you for your comments. Your email below will be included with all the other comments made at the SR-126 project hearing held December 11, 2012 and become part of the official hearing transcript. TDOT will use the transcript comments in the process of selecting the preferred alternative.

Thanks,

**Gary D. King**  
Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Lisa Burchell [mailto:[burchell.lisa@yahoo.com](mailto:burchell.lisa@yahoo.com)]  
**Sent:** Wednesday, December 12, 2012 9:02 AM  
**To:** TDOT Comments  
**Subject:** SR126 improvement project

To whom it may concern: MY father lives on 126;I live just off 126 at cooks valley rd next to cementary. Would it not make much more sense to consider putting street lights all the way from kpt.city limit sign to interstate 81 for better visibility? Please also consider placing red lights at various locations up 126 cause belive me they would be of great benefit. Most of the time it takes 10 minutes to get out at my intersection. Red lights should be considered for the following locations: cooks valley where the caution light is ,old island road next to cherry point; hill road where the caution light is;harrtown road and at carolina pottery road. Just like several have said its the people that drive the road ,its very frustrating when you are going to pull out and you can see for half a mile in either direction and nothing is coming before you can get up to speed you look in your rearview and someone is all over your bumper and all you can see is there hood.Police patrol by city,county,and t.h.p. should be more visible on a daily basis .T.H.P. the last work or so worked 126 on motorcycles and were seen writing quite a few tickets I am sure that they got a lot of speeders that day. People should not have to loose their homes and such for so called road improvements when other things can be attempted first without any displacement of homes or anything else and 3 laning or 4 laning would only allow for increaseed truck traffic and increase speeding which we do not need. Sure there have been numerous accidents on this section of roadway but quite a bit of those were due to speeding, driver impairment, and sun we cannot do anything about the sun but something can be done about speeding and driver impairment. Thank you for your time in hopefully reading this.

lisa burchell

Sincerely,



State Route 126 Corridor Improvement Project  
**December 11, 2012 Public Hearing**  
Sullivan Central HS  
Public Comment Form

Name: Thomas Floyd and Jenny Gillespie  
Address: 4409 Green Spring Circle, Kingsport, TN 37664  
County of Residence: Sullivan  
Phone Number: 423-245-2596  
E-mail: [greenspring@charter.net](mailto:greenspring@charter.net)

**Of the alternatives presented which alternative do you prefer:**

- No Build (no improvement to existing roadway)

**Please list reasons for choosing your preferred alternative.**

- Lower value of my property. Alternative B Modified will build a retaining wall on my property and take a large section of my back yard.
- Increased noise due to higher volume of traffic and higher speeds.
- State plans to take my private driveway and make it a public road. (Green Spring connector to Trinity). Potential widening of Trinity Lane which would further impact value of my property by decreasing the size of our front yard and increase through traffic.
- Increased run-off from Rt. 126 will flood my property. Currently drainage from road is already a problem. State should also correct the poor run-off that exists on Trinity Lane.

**What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.**

- Alternative B Modified was publicly proposed to respond to cemetery impact concerns. Additional changes were included bordering my property, which is miles away from the cemetery. No public explanation was given leaving the impression that more affluent homeowners on southern side of Rt. 126 (Trinity to Old Stage leg) influenced the movement of road more to the north. I suspect that building a large retaining wall on northern downward slope will be more costly than cutting into the slope.
- In alternative B modified the state plans to use my private driveway off Green Spring Circle as a connector to Trinity Lane. Trinity Lane was originally connected to Stage Coach Road on the eastern side of cemetery near 4409 Stagecoach Rd. This previously used roadway would be a more direct route to Trinity from Stagecoach, and it is already graded.
- State has not made it clear whether Trinity Lane will be a through road or a dead-end. Alternative B Modified shows Trinity as a through road while other alternatives do not. Presently Trinity Lane is too narrow, only wide enough for a single lane of traffic. Widening Trinity Lane would take additional property from me and add cost to the project. The road would potentially be moved within 50 feet of my home. Instead Trinity should be kept as a dead end with possible

access from Stagecoach. Another possible termination would be between my property and my western neighbor with access for the three homes from Amy. Cemetery can have access from Stagecoach.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- Impact of construction to property
- Impacts to Neighborhoods,
- Noise Impact,
- Air Quality Impact,
- Flooding impact



## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Sign name:

Bob Wallace

Print name:

BOB WALLACE

Address:

1234 Morning DOVE DR

KINGS PORT TN

Date:

12-11-12

## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

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Sign name:

Jerry C. Teague

Print name:

JERRY C. TEAGUE

Address:

517 COLONIAL HGTS. RD.  
KINGSPORT, TN 37663

Date:

DECEMBER, 11, 2012



## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

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Sign name:

Henry Somers

Print name:

Henry Somers

Address:

5309 Fortine Place

Kingsport, TN 37664

Date:

12/11/2012

## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Sign name: Diane Somers  
Print name: DIANE SOMERS  
Address: 5309 Laffie Pl  
Kingsport In 37664  
  
  
Date: 12/11/12



## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Sign name:

Print name:

Address:

5110 Foxfire Trail  
Kingsport, TN 37664

Date:

12-11-12

**Environmental Impact Meeting  
Feedback Statement to TDOT  
Memorial Blvd./SR 126 Highway Rebuild  
December 11, 2012**

**In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road.** This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Signed: Anne Laure J. Smith  
Printed: Anne Laure J. Smith  
Address: 5110 FoxFire Trail  
Kingsport, TN 37664  
  
  
Date: 12/11/2012

12/11/2012



# Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Sign name:

Doug Rissman

Print name:

Doug Rissman

Address:

1211 Imperial Dr  
Kingsport, TN 37663

Date:

12/11/12

## Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

**In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road.** This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Sign name:

William C Kelly

Print name:

William C Kelly

Address:

465 Canton Rd

Kpt, TN 37663

Date:

12/11/2012



## Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

I have lived in the Indian Springs community 45 years and have heard the plans were to 4-lane SR 126 all the way from Kingsport to I-81 and now the time is right to get this safe, improvement on the agenda by the politicians who control road building in Tennessee. My children and now grandchildren use this highway daily. I don't need to repeat the number of many deaths from wrecks on this highway.

Thank you!

Sign name: Keith Johnston  
Print name: KEITH JOHNSTON  
Address: 405 KILKENNY RD  
KINGSFORT,  
TN 37664  
Date: 12-11-12

5336 Foxfire Place  
Kingsport, TN 37664  
December 11, 2012

The four lane plan for Highway 126 worries me for many reasons. As a taxpayer, I think it is way too expensive. It would take land from every property along the road. This would reduce the number of people using the road.

The Yancey's Tavern is an historic property which should be preserved, but would be subjected to visual and noise impacts, at the very least.

As a frequent driver on Highway 126, I do not want a four lane road. People see such a highway and drive as fast as they do on interstates. Drivers entering from cross roads have to wait longer to enter the road safely. We will be demanding stoplights next. The higher speed leads to more serious accidents.

A four lane road would be so wide that it would have to be built on fill. This causes maintenance problems as has happened on the road up to Bays Mountain Park. That road has recently been fixed because it was sliding off the side of the mountain.

The alternative to that is removing part of Chestnut Ridge and building an oppressive retaining wall. The wall also could collapse onto the road.

The road would take a long time to build. Drivers would stop using it and our businesses would close. Therefore, it would not be needed.

What I would like to see is an improved two lane road from Old Stage Road to near I-81. It should have wider shoulders, reflective paint edging the lanes, guard rails, occasional turn lanes and pull-offs for emergencies. Some of the intersections should be realigned to be perpendicular instead of acute angles. Possibly, some of the humps and valleys in the road could be leveled out.

If TDOT builds an improved two lane road, it can remain a neighborhood road with houses and businesses located along it. Please do not duplicate Stone Drive and Ft. Henry Drive.

Julie Hyatt



## Environmental Impact Meeting Feedback Statement to TDOT

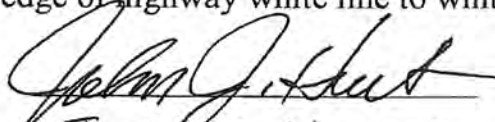
Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This option will have the capability of meeting the safe travel needs of our children and grandchildren until 2050 and beyond. A minimal four-lane highway should be constructed in the 650 ft. from Chestnut Ridge Road to Cooks Valley Road with appropriate deviation approvals ... using retaining walls and the available 60 ft. distance between East Lawn Cemetery and the historical property without disturbing gravesites.

A current TDOT four-lane example used every day for high volume traffic is on SR 36 between the Holston River Bridge and Moreland Drive across the railroad bridge ... where there is 57 ft. total distance from guard rail to guard rail and 47 ft. from edge of highway white line to white line.

Sign name:



Print name:

JOHN J. HURT

Address:

313 Lakecrest Dr.  
Kingsport, TN 37663

Date:

12-11-12

Comments concerning SR-126 (Memorial Boulevard) from East Center Street in the City  
of Kingsport to I-81, Sullivan County

A public meeting on this project was scheduled for March 22, 2012, but was cancelled and per the TDOT website has not been rescheduled yet. The following comments are respectfully being submitted for your consideration just in case I am not able to attend the public meeting when it is rescheduled.

I have several concerns about closure of one end of Graveltop Road as part of this project. I live on Graveltop Road and also own a parcel of property that adjoins SR-126. All the concerns below have a negative impact on the residence of Graveltop Road and its adjoining streets.

The TDOT project webpage lists several items as needs for the project, one being **"Improved access for school busses is needed."** Closing one end of Graveltop Road means that busses must make a trip along the road and then double back to exit Graveltop Road. This will mean more bus traffic for the narrow road and double the bus for that street from two busses twice a day to two busses four times a day. Thus increasing the time that students have in riding the bus as well as increases gas cost to the Sullivan County school system and every county taxpayer.

**"Improved mail delivery is needed."** By closing the east end of Graveltop Road the mail delivery in our area and anywhere after Graveltop Road will take longer as the mail carrier now enters Graveltop from the east entrance and exits the west entrance. Under the proposed layout the mail carrier will have to go past all the houses on Graveltop and turn at the cul-de-sac before delivering any mail on this road.

**"Improved response time for emergency equipment is needed."** Emergency equipment responding to the residents in the Graveltop Road area comes from the Blountville direction. Once the closest access to Blountville is closed, response time will increase for residence alone Graveltop and its adjoining streets.

**"The geometry of the roadway needs to be improved."** Changing the alignment and grade for the section of SR-126 between the access points for Graveltop Road will be an improvement especially during the winter months. Vehicles are consistently sliding into the ditch and hillside during snow and icy conditions under the current alignment and grade. When this occurs a quick and easy detour is through Graveltop Road. By closing one end of Graveltop, this detour will no longer be available for normal traffic and emergency equipment. This could be a problem if the improved geometry is not enough to prevent icy slide-offs.

I support most of the proposed changes to SR-126 with the exception of the closure of one end of Graveltop Road. The closure will negatively impact the residents in the Graveltop Road area and should be addressed in the Final Environmental Impact as not meeting the needs of this project.

Erwin D. Holman 180 Graveltop Road, Blountville, TN

*Erwin D. Holman* 12-11-12



# Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

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Sign name:

Arved Harding

Print name:

Arved Harding

Address:

282 Blackburn Rd  
Blountville, TN 37617

Date:

12/11/12

# Environmental Impact Meeting Feedback Statement to TDOT

Memorial Blvd./SR 126 Highway Rebuild

December 11, 2012

In the SR 126 Phase 1 rebuild, I support a four-lane option from East Center Street in Kingsport to Cooks Valley Road. This upgrade is critical for safety and now is the time to implement. A three lane upgrade will also be significant cost, but I do not feel is adequate to meet the need. Please support doing the project the right way now and it will then take us well into the future.

Sign name:

Scott George

Print name:

Scott George

Address:

4005 Foxfire Lane  
Kingsport, TN 37601

Date:

12/11/12



-----Original Message-----

From: jdyorktown@hotmail.com [mailto:jdyorktown@hotmail.com]  
Sent: Tuesday, December 11, 2012 5:31 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Delores  
Last Name: York  
Address: 5121 Foxfire Trl  
City: Kingsport  
State: TN  
Zip: 37664

Frequency of road use: Multi times daily

Email: jdyorktown@hotmail.com

Comments: We have been here for 5 years now and plan to retire here. But this road IS dangerous. We would like to see shoulders. Our son's tire left the road, at the white line, and was sandwiched between the thick asphalt and a guard rail. He over-corrected to get the car free and landed in the opposite side 15' ditch. He's new here from IA, not used to the area and traveling at night. We love the rich beauty and charm of these winding roads and vistas that the landscape has to offer. Shoulders would keep speed limits down preserving the absolute pleasure of driving these roads and supplying a safer drive. Not to mention, new drivers, distracted parents, new residents and of course our seniors. Lets compromise. Wide shoulders.

-----Original Message-----

From: lglandis@embarqmail.com [mailto:lglandis@embarqmail.com]  
Sent: Tuesday, December 11, 2012 2:51 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Larry  
Last Name: Landis  
Address: 5114 Springview St.  
City: Kingsport  
State: Tn  
Zip: 37664

Frequency of road use: Almost everyday since 1984

Email: lglandis@embarqmail.com

Comments: I do not know of any death that was caused by accident. I do know of careless, reckless drivers on that road. To me that road needs one very important addition A SHOULDER not of some soft ground limestone. Every time that road has been repaved the same crushed stone is laid down for a shoulder. What a waste of money!!! Whatever is done a real shoulder is a must.



-----Original Message-----

From: jnjHurt1@charter.net [mailto:jnjHurt1@charter.net]  
Sent: Tuesday, December 11, 2012 9:32 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: John  
Last Name: Hurt  
Address: 313 Lakecrest Drive  
City: Kingsport  
State: TN  
Zip: 37663

Frequency of road use: 8-10 times a month

Email: jnjHurt1@charter.net

Comments: This road needs to have 4 lanes all the way to Interstate 81. Otherwise it will continue to have accidents that kill people and cause injury. I drive this road enough to see accidents about to happen all the time. Young and old, texting, talking on cell phones and not paying attention to their driving. The road is too crooked in places and too narrow for safe passage during foul weather when driving conditions become more hazardous. How much longer will the citizens of our county have to endure this?

-----Original Message-----

From: jcase36@chartertn.net [mailto:jcase36@chartertn.net]  
Sent: **Tuesday, December 11, 2012 2:48 PM**  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Jerry  
Last Name: Case  
Address: 257 Park Ridge Ct.  
City: Kingsport  
State: Tennessee  
Zip: 37663

Frequency of road use: Daily

Email: jcase36@chartertn.net

Comments: My wife and I have been concerned for a long time about the dangerous intersection where Fall Creek road t-bones into highway 126. We highly recommend that a traffic light be placed in that location so as to create order into the movement of traffic through that intersection. The vertical curve on the northwest side coupled with the tremendous acceleration of traffic at that spot sets the potential for diastorous crashes. A traffic control light would seem like a very affordable hedge against what could be a catastrophic liability for the State. Than you for your consideration of our concern.

Jerry Case



-----Original Message-----

From: pbridges456@yahoo.com [mailto:pbridges456@yahoo.com]  
Sent: Tuesday, December 11, 2012 11:02 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: philip  
Last Name: bridges  
Address: 702 wedgewood circle  
City: kingsport  
State: tenn.  
Zip: 37660

Frequency of road use: weekly

Email: pbridges456@yahoo.com

Comments: this is the most dangerous road in the united states. the reason i say it because the road was designed for horse and buggies and the traffic has outgrew the road in a soft economy.fix the road right the first time because tax payers cannot afford it the second time. PLAN A OR 4LANE is the only to fix the problem or you will always have a festiva like you have now but very dangerous one. I Think that someone else will get killed on this death trap before spring of 2013.

-----Original Message-----

From: Nonya@hotmail.com [mailto:Nonya@hotmail.com]  
Sent: Monday, December 10, 2012 10:22 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: John  
Last Name: Trent  
Address: 537 Pleasant Hills Rd  
City: Blountville  
State: Tennessee  
Zip: 37617

Frequency of road use: Daily

Email: Nonya@hotmail.com

Comments: Don't spend anymore tax payer money, traffic enforcement is what is needed.



-----Original Message-----

From: Jennkrull@yahoo.com [mailto:[Jennkrull@yahoo.com](mailto:Jennkrull@yahoo.com)]  
Sent: Monday, December 10, 2012 5:31 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Jennifer  
Last Name: Krull  
Address: 4745 Woodcliff Dr  
City: Kingsport  
State: TN  
Zip: 37664

Frequency of road use: Multiple times daily

Email: [Jennkrull@yahoo.com](mailto:Jennkrull@yahoo.com)

Comments: I am in favor of leaving the road alone!!!! Thr most that is needed is cutting back some banks!!! I will not participate in the forums/input sessions as long as Diane Sommers is permitted to be there as a representative of the \"team\" as she had in the past and producing misleading information such as she is doing on the new website she & her husband have produced!!!! They are some of the most hateful people I have ever encountered !!!!!!! Shameful people!!!

-----Original Message-----

From: chadchanda@gmail.com [mailto:[chadchanda@gmail.com](mailto:chadchanda@gmail.com)]  
Sent: Monday, December 10, 2012 9:45 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Chad  
Last Name: Austin  
Address: 4810 Lake Park Dr  
City: Kingsport  
State: TN  
Zip: 37664

Frequency of road use: every day

Email: [chadchanda@gmail.com](mailto:chadchanda@gmail.com)

Comments: I have driven this road for over 20 years. I drive at least the speed limit most of the time. I have never lost control on this road. I could tomorrow though and it would be completely my fault. Any incidents on this road are caused by inattention or mistake by the drivers. The fatalities along this road, while tragic, were not caused by the road but by those driving. Wider shoulders would be the only measures I would like to see. People complain about the speeds on this road now. If it is built as proposed here those speeds would increase dramatically.



-----Original Message-----

From: bytownsend@charter.net [mailto:bytownsend@charter.net]  
Sent: Sunday, December 09, 2012 1:22 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: John  
Last Name: Townsend  
Address: 227 Pettyjohn Rd  
City: Kingsport  
State: Tn  
Zip: 37664

Frequency of road use: 4 or more times/day

Email: bytownsend@charter.net

Comments: I think we need a 4 lane road all the way. Not only will it serve future needs but will be much safer than any other way.

Please \"Do Not\" put in a 2, 3, and 4 lane highway in only 8 miles of distance. We have had enough wrecks and enough people killed on this road already.

\$ lane it all the way.

J. B. Townsend

-----Original Message-----

From: jansuenichols@charter.net [mailto:[jansuenichols@charter.net](mailto:jansuenichols@charter.net)]  
Sent: Sunday, December 09, 2012 6:56 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Jan  
Last Name: Nichols  
Address: 104 Cedar Brook Court  
City: Kingsport  
State: Tn.  
Zip: 37664

Frequency of road use: 3 x daily

Email: [jansuenichols@charter.net](mailto:jansuenichols@charter.net)

Comments: 4 lanes with less curves more visibility of side streets and safer highway all around



-----Original Message-----

From: jansuenichols@charter.net [mailto:[jansuenichols@charter.net](mailto:jansuenichols@charter.net)]  
Sent: Sunday, December 09, 2012 5:54 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Sue  
Last Name: Nichols  
Address: 104 Cedar Brook CT  
City: Kingsport  
State: Tn  
Zip: 37664

Frequency of road use: daily

Email: [jansuenichols@charter.net](mailto:jansuenichols@charter.net)

Comments: The need for a safer highway is a must have as soon as possible. The curves and single lanes are extremely dangerous for constant travel. Endement weather makes the conditions trecheorous. Unfamiliar drivers slowly cruise around curves at causing traffic to back up on this dangerous and curvaceous road. Please Help.

-----Original Message-----

From: jepoll1@yahoo.com [mailto:jepoll1@yahoo.com]  
Sent: Saturday, December 08, 2012 10:04 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: John  
Last Name: Pollak  
Address: 217 Oneida Ct.  
City: Kingsport  
State: Tn  
Zip: 37664

Frequency of road use: Daily

Email: jepoll1@yahoo.com

Comments: I am not so sure making 126 4 lanes will work do to the topography but turn lanes will alleviate a lot of problems, especially since Tennessee does not have a turn signal requirement in their vehicle codes.



-----Original Message-----

From: kvtr@charter.net [mailto:kvtr@charter.net]  
Sent: Saturday, December 08, 2012 1:24 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Keith  
Last Name: Elton  
Address: 4841 Peers Street  
City: Kingsport  
State: TN  
Zip: 37664

Frequency of road use: several times a day

Email: kvtr@charter.net

Comments: I have driven this highway for years. The only problem with this road is distracted drivers and speeding vehicles. Although SR126 is unforgiving it is not to be blamed for deaths because of inattentive and reckless driving. I fear and I know that increasing lanes will lead to increased traffic, which will be traveling at higher rates of speed, leading to more serious injuries and/or deaths. I realize that Kingsport is promoting these improvements so they can further their goals and increase their tax base by developing more businesses or industrial areas that would use this highway increasing traffic/traffic control measures. They throw death at this as if to blame the road and not look at real issues. Take the money and have THP hire two officers to patrol/enforce the 45 mph for the next 25 years and you still save millions. I vote to enforce and educate drivers and change the deadly habits they choose to endanger all of our families.

-----Original Message-----

From: anewland@chartertn.net [mailto:[anewland@chartertn.net](mailto:anewland@chartertn.net)]  
Sent: Friday, December 07, 2012 10:14 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shippley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Allan  
Last Name: Newland  
Address: 5301 Lonesome Pine Road  
City: Kingsport  
State: Tennessee  
Zip: 37664

Frequency of road use: daily

Email: [anewland@chartertn.net](mailto:anewland@chartertn.net)

Comments: 126 should be 4-laned from Center Street to I-81 to encourage businesses to locate in this area. When I moved to Indian Springs in 1974 there was a doctor, dentist, auto parts store, restaurant, and later a full service grocery store; all gone now and I believe due to lack of improvements to 126. Improved safety is the main concern, but improved business conditions should also be considered.



-----Original Message-----

From: zdcms@yahoo.com [mailto:zdcms@yahoo.com]  
Sent: Friday, December 07, 2012 10:05 AM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Crystal  
Last Name: Dotts  
Address: 5372 memorial blvd  
City: Kingsport  
State: Tn  
Zip: 37664

Frequency of road use: Every day

Email: zdcms@yahoo.com

Comments: Something needs to be done with this road NOW. The part of 126 Where i live i see people past school buses and cars everyday of the week. And fly down the road. It's so hard for me and my husband and I to get out of the driveway every morning. Im scared to live and drive on this road I can't let my 2 year old play in her own frond yard or let my dog or cat outside! We have lost 5 cats to the road and it's very sad. In Nov. on thursday thur sunday there was 4 wrecks everyday and one was a dear friend of mine who lost her husband a COP.I just really hope we all can do something about this road! PLEASE.

Thank you,  
Crystal Dotts

-----Original Message-----

From: PANZERFAUSTL@btes.tv [mailto:PANZERFAUSTL@btes.tv]  
Sent: Thursday, December 06, 2012 5:55 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: kurt  
Last Name: larkin  
Address: 261 oak street  
City: blountville  
State: tn  
Zip: 37617

Frequency of road use: everyday

Email: PANZERFAUSTL@btes.tv

Comments: I don't know when and where those photos were taken but I have never seen that road congested like that. how congested will it be when the proposed roadwork begins and for how long.



-----Original Message-----

From: randye@englishcabinetshop.com [mailto:[randye@englishcabinetshop.com](mailto:randye@englishcabinetshop.com)]  
Sent: Thursday, December 06, 2012 12:14 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Randal  
Last Name: English  
Address: 5236 Memorial Blvd.  
City: Kingsport  
State: Tenn  
Zip: 37664

Frequency of road use: 4-6 times a day

Email: [randye@englishcabinetshop.com](mailto:randye@englishcabinetshop.com)

Comments: We have had a business on this road for about 20 years. I have been hit in the rear on two occasions while turning into our entranc. And we have had more than 6 customers and employees who have also been rear ended.

The section is in a gentle left hand turn, and the vision of on coming cars is not redstricted. People just fail to pay attention.

I feel that an approach with no less than three lanes will help. I hav ehad many drivers cross the center line into my lane, even with the rumble strips. Cell phones and texting seems to be the most common items I have seen in thier hands as I pass them.

Lowering the speed limit dose not help improve the driving of the people I have observed. I think it gives them a false sense fo security.

-----Original Message-----

From: wrenlywren007@aol.com [mailto:wrenlywren007@aol.com]  
Sent: Thursday, December 06, 2012 2:27 PM  
To: John Schroer; lt.gov.ron.ramsey@capitol.tn.gov; rep.tony.shipley@capitol.tn.gov;  
rep.jon.lundberg@capitol.tn.gov; info@fix126right.com  
Subject: SR 126 Feedback to TDOT

Fix126Right - Feedback Form Submission

First Name: Cathy  
Last Name: Dunn  
Address: 2356 Woodridge ave  
City: kingsport  
State: TN  
Zip: 37664

Frequency of road use: daily

Email: wrenlywren007@aol.com

Comments: I do not support a continuous 4 lane proposal, as it is tremendously expensive, will increase traffic speeds, and actually depreciate the unique historical and cultural attributes to this region that are tourist revenue attractions. The idea of a four lane, and a useless grass median that will require more state money to maintain is a drain on Tennessee revenue.  
There need to be safety improvements, such as robotic cameras that actually document speeding and generate revenue (tickets) and widening to include a turn lane in areas that need it.  
New highways are expensive to build and to maintain, vs putting enforcement in position that will SLOW DRIVERS DOWN.



Project Comments  
TN Dept. of Transportation  
Suite 700, James K. Polk Bldg  
505 Deaderick St.  
Nashville, Tn 37243-0332

I would like to have the following comments entered into the official public record of the State highway 126 expansion project.

The Indian Springs community is a unique community that has much historical significance. Historical Yancey's Tavern is on one end of the community and old historically significant private homes dot the entire area. The very name "Indian Springs" denotes there was an actual spring in this area that was used by the Indians who inhabited this location prior to the arrival of the white settlers. Many families that still live in Indian Springs are descendents of the first white settlers to arrive in what is now Sullivan County.

Many of the community's street names bear names of Indian tribes. There are several locations within the Indian Springs area where Indian artifacts have been found. This is a close-knit community that is civic minded; they have worked for years to insure that this is a school/church/neighborhood/small business community. To divide this community by building a four-lane highway through the middle of it would devastate the quiet neighborhoods that surround highway 126. Many school buses run to the elementary school from the nearby neighborhoods. With a four lane these buses would have to travel this highway with additional traffic and higher speeds. The present highway doesn't interfere with local traffic to and from the school which is only about 100 yards from the present roadway. The school area is also home to many athletic fields and Ruritan property. Churches are scattered along this roadway, thus much of the present traffic is local community, school, business or church traffic. Bring in a four lane and it will

add much additional traffic traveling at greater speeds combining with family cars and school buses. This could result in more tragedy than has already occurred.

Please, make the highway safer – which is a good thing. Please don't wreck havoc with a wonderful community—keep it intact, not divided by 4 lanes of traffic. Please preserve the historic aspects of this area also. Thank you for allowing me, a teacher at Indian Springs Elementary School for twenty-three years to tell you that you don't want to divide this community.

Sincerely,

A handwritten signature in cursive script that reads "Ann Seeger". The signature is written in dark ink and is positioned above the typed name and address.

Ann Seeger  
517 Woodmere Dr.  
Kingsport, Tn 37663  
Dec. 4, 2012



**From:** [TDOT Comments](#)  
**To:** ["injhurt@earthlink.net"](mailto:injhurt@earthlink.net)  
**Cc:** [Gary King](#)  
**Subject:** RE: Fix state road 126  
**Date:** Friday, November 02, 2012 3:24:53 PM

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Dear Mr. Hurt:

Thank you for your interest in the SR-126 project from East Center Street in Kingsport to I-81. Safety is always a high priority at the Tennessee Department of Transportation (TDOT) and it is a very high priority on this project.

We will be holding public hearings on December 11, 2012 as part of the environmental process. I encourage you to attend one of the hearings to share your thoughts and register your support for the project. Following the hearings, a preferred alternative will be selected. Money has already been budgeted for designing the portion of the roadway from East Center Street to east of Cooks Valley Road. TDOT will begin the design process once the preferred alternative is selected.

If you have any questions, please contact Mr. Gary King, the Project Manager for this project, at 615-741-4777 or by email at [gary.king@tn.gov](mailto:gary.king@tn.gov).

Sincerely,

John C. Schroer  
Commissioner

-----Original Message-----

From: JohnJHurt [<mailto:injhurt@earthlink.net>]

Sent: **Wednesday, October 31, 2012 7:37 AM**

To: John Schroer

Subject: Fix state road 126

Mr. John Schroer,

In the interest of safety, state road 126 needs to be corrected and made a safe road to travel. We have had too many accidents and too many deaths for this road to not be fixed. If we want the future of travel on this road to be safe, now is the time to consider the right choices and fix it. Thanks for your time, John Hurt

**From:** [TDOT Comments](#)  
**To:** ["hsomers@chartertn.net"](mailto:hsomers@chartertn.net)  
**Cc:** ["rep.tony.shipley@capitol.tn.gov"](mailto:rep.tony.shipley@capitol.tn.gov); ["lt.gov.ron.ramsey@capitol.tn.gov"](mailto:lt.gov.ron.ramsey@capitol.tn.gov); Matt Barnes; Toks Omishakin  
**Subject:** Background regarding the SR-126 CSS process  
**Date:** Tuesday, October 30, 2012 3:25:18 PM

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Dear Mr. Somers:

Thank you for sharing information and background history with me, my staff, Lt. Governor Ramsey and Representative Shipley relating to the Context Sensitive Solutions (CSS) process for the SR-126 (Memorial Drive) project from Downtown Kingsport to I-81 in Sullivan County.

The Tennessee Department of Transportation (TDOT) will be conducting a public hearing this Fall regarding the Draft Environmental Impact Statement (DEIS) for the project. We will be presenting the findings, alternates and options developed in the processes up to, during, and since the development of the DEIS. All members of the public will be invited to share their opinions and ideas about the project at the hearing, and these will be recorded and included in the hearing transcript.

Following the public hearing, TDOT will review all information relevant to the SR-126 project. The department will study this information with the goal of selecting a project alternative that best provides a safe facility, serves the traveling public, is compatible with the community's values, and that will be a responsible use of the resources of the citizens of the State of Tennessee.

You and your family have spent a lot of your personal time and energy addressing the issues along this section of SR-126. We appreciate your commitment and encourage you to continue to participate in our process to achieve the best possible solution for this section of roadway.

Sincerely,

John C. Schroer  
Commissioner

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**From:** Henry Somers [<mailto:hsomers@chartertn.net>]  
**Sent:** Thursday, October 04, 2012 7:53 PM  
**To:** John Schroer  
**Cc:** Ramsey\_Ron(Lt. Gov. ); Shipley\_Tony; Toks Omishakin; Matt Barnes  
**Subject:** Background regarding the SR-126 CSS process

Dear Commissioner Schroer:

**In my email to you of 10/3/11, I mentioned the CFRR group that had much negative impact on the SR-126 CSS process.** I know that you have a meeting in the near future with Lt. Governor Ramsey and Rep. Shipley regarding the SR-126 project. In addition, I am aware that the CFRR group has again mobilized and flooded TDOT and elected officials with communications opposing the CSS proposal, multiple lanes across Chestnut Ridge, and the overall SR-126 rebuild project. It may be helpful for TDOT, Lt. Governor



Ramsey, and Rep. Shipley to be aware of some history of the CSS project and the CFRR group.

**In the 2002 time frame the CFRR group and its leaders successfully mounted a public relations campaign and defeated the proposed TDOT / Kingsport airport parkway project.** CFRR, Inc. even hired its own consultant to counter and refute the TDOT study. The CFRR recommendation was that SR-126/ Memorial Blvd. be upgraded instead. Then the group actively mobilized, organized the community, and fought to limit the scope of the SR-126 rebuild. The CSS project could have been a great process for fair-minded team members who had the best interests of the community at heart. Instead, a small number in the CFRR group with a founding member on the CSS team was intent on controlling the highway design process and imposing their will on the team and community ... with unwillingness to ever compromise for majority preference and the public good.

**There were two nonprofit community groups represented on the SR-126 CSS team (Indian Springs Ruritan Club and Citizens for Responsible Roads, Inc.).** I asked each to provide information about their leaders, highway objectives, finances, membership, and campaign financial contributions for elected representatives on the CSS team. I readily received information from the Ruritan Club. CFRR, Inc. refused to reply to four requests for information which I find highly irregular for a Tennessee nonprofit corporation. **Judy Murray was a founder of CFRR, Inc. and a CSS team member. (A copy of the CFRR, Inc. corporate charter is attached.)**

**I completed an independent investigation using public sources of information regarding CFRR, Inc.** What I found is very troubling and follows in this email. This information may be helpful in understanding what the community has been dealing with in trying to obtain a safe highway to meet future community needs as the same people who founded CFRR, Inc. now continue to mobilize and oppose the scope of the 126 highway rebuild. Please be aware that this is a small, vocal group and there are many in the community who support the CSS proposal and TDOT as we work together to obtain a safe highway that will meet future travel needs.

Respectfully,  
Henry Somers  
Kingsport, TN

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**The following is part of an email of May 3, 2006 from H. W. Somers to members of the SR-126 CSS team summarizing an investigation into the TN nonprofit corporation \*Citizens for Responsible Roads, Inc.) founded by Judy Murray.** CFRR, inc. has a history of opposing local TDOT highway projects. The investigation was conducted after Ms. Murray refused multiple times to provide answers to questions regarding the nonprofit corporation's finances, membership, and financial contribution to an elected official on the CSS team. **(Judy Murray was a member of the SR-126 CSS team representing Citizens for Responsible Roads, Inc.)**

**1. Details regarding Citizens for Responsible Roads, Inc. obtained from readily available public sources**

(Please note that the following information was obtained after extensive research regarding the public corporation, **Citizens for Responsible Roads, Inc.**, which has been very active on the

Resource Team with the CFRR president and incorporator serving as a Resource Team citizen representative. It is preferred that this information be provided by representatives of the public benefit corporation to the Resource Team. However, since no information was made available to four requests, the following that is readily available to the public is provided. Note that the source of information is referenced.)

• **Please provide the names of the corporate officers, Board of Directors, and CFRR members**

(Source – Tennessee Secretary of State, Business Services, Nashville, TN)

<b>Corporation Name:</b>	<b>Citizens for Responsible Roads, Inc.</b>
<b>Business Type:</b>	<b>Corporation</b>
<b>Profit / Nonprofit</b>	<b>Nonprofit:</b>
<b>Place of Incorporation:</b>	<b>Sullivan</b>
<b>Corporate Mailing Address:</b>	<b>804 Rock City Road Kingsport, TN 37664</b>
<b>Registered Agent:</b>	<b>Judith B. Murray, 804 Rock City Road Kingsport, TN 37664</b>
<b>Tennessee Charter / Qualification Date –</b>	<b>01/13/2003</b>
<b>Status:</b>	<b>Active (as of 5/3/2006)</b>
<b>Corporate Expiration Date:</b>	<b>Perpetual</b>
<b>Control number:</b>	<b>0439788</b>
<b>Jurisdiction:</b>	<b>Tennessee</b>

**Corporate Founders / Incorporators:**

(Source CFRR corporate charter from Sullivan County Registrar of Deeds)

- Kathleen L. B. Beine 4515 Brookridge Drive Kingsport, TN 37664
- Judith B. Murray 804 Rock City Road Kingsport, TN 37664
- Barry L. Ornitz 4740 Edens View Road Kingsport, TN 37664

Quote from Article Eight of corporate charter as stated by CFRR incorporators: "In any event the corporation shall not carry on any activity not permitted to be carried on by a corporation exempt from Federal income taxation under section 501(c)(4) of the Internal Revenue Code."

**CFRR Officers and Board of Directors**

(Sources – 2004 and 2005 corporate annual reports on file with Tennessee Secretary of State, Business Services, Nashville, TN)

- **2004 corporate annual report**
  - President Judy Murray 804 Rock City Road Kingsport, TN 37664
  - Secretary Kathleen Beine 4515 Brookridge Drive Kingsport, TN 37664
  - 2004 annual filing stated there is **no Board of Directors**
- **2005 corporate annual report**
  - President Judy Murray 804 Rock City Road Kingsport, TN 37664
  - Secretary Kathleen Beine 4515 Brookridge Drive Kingsport, TN 37664
  - Treasurer Tom Gatti 804 Rock City Road Kingsport, TN 37664
  - 2005 annual filing stated the **Board of Directors is the same as the officers**

(Article Ten of the CFRR corporate charter states: "The business of the Corporation shall be managed and conducted by a board of not less than five and not more than nine Directors.")

**CFRR members**

- From the corporate charter, annual corporate filings, and other public documentation, no CFRR members have been identified to date other than four officers and founders.

• **How does one become a member of CFRR? (Is this an open or closed membership organization)?**

No public information has been found to date indicating that CFRR membership is offered to the general public or qualifications for membership.



- **Are there open meetings that interested non-members can attend?**

No public information has been found to date indicating that CFRR has regular meetings or that there are meetings open to the general public.

(See IRS information regarding 501(c)(4) social welfare organization qualifications for benefiting the general public, paragraph 2 at [HYPERLINK](http://www.irs.gov/charities/nonprofits/article/0..id=96178.00.html)

"<http://www.irs.gov/charities/nonprofits/article/0..id=96178.00.html>"

[www.irs.gov/charities/nonprofits/article/0..id=96178.00.html](http://www.irs.gov/charities/nonprofits/article/0..id=96178.00.html) )

- **Being a nonprofit Tennessee corporation, what are the sources of CFRR revenues and project funding?**

No public information has been located to date of CFRR corporate financial statements. For accountability for a nonprofit, tax-exempt 501(c)(4) corporation, the public should be able to obtain upon request the source of funds, and if any funds originate from organizations outside the immediate region. The public should be able to verify upon request that tax-exempt corporate funds are used to benefit the general public, and not special interests or a private group.

- **Has CFRR made monetary or in-kind contributions, or participated in any of the election campaigns of any elected officials who served on the SR-126 Memorial Boulevard CSS Team?**

Under a **Freedom of Information Act** request, it was found that **Citizens for Responsible Roads** was an in-kind contributor (\$300) of printed materials for the primary election campaign for **Tennessee State Representative Nathan Vaughn** as filed with the Sullivan County Election Commission on 07/22/2002.

(Source Sullivan County Election Commission Freedom of Information Act request)

(The intent of this political contribution and its impact on the SR-126 project is subject to question. If the Tennessee State Representative has been supportive of the CFRR position throughout the project to the detriment of other stakeholders of SR-126, this raises concerns regarding the CFRR campaign contribution and ethics in government. Note that the citizen representative / CFRR president and Tennessee State Representative were 2 of 4 signers for the Minority Objection Statement for Section 3 East, Chestnut Ridge where 14 other Resource Team members approved the Resource Team recommendation for Section 3 East. See page 10 [HYPERLINK "http://www.tdot.state.tn.us/sr126/project\\_library/TeamRecommendation.pdf"](http://www.tdot.state.tn.us/sr126/project_library/TeamRecommendation.pdf) [http://www.tdot.state.tn.us/sr126/project\\_library/TeamRecommendation.pdf](http://www.tdot.state.tn.us/sr126/project_library/TeamRecommendation.pdf) )

(Tennessee State Representative Vaughn did not respond to two requests asking if he is a member of or has been affiliated with CFRR in any manner.)

(See Tennessean article and sentences 1, 16, and 17 regarding political campaign contributions and ethics legislation at [HYPERLINK "http://www.tennessean.com/apps/pbcs.dll/article?AID=/20060216/NEWS0201/602160419/1010/NEWS02&theme=ETHICS"](http://www.tennessean.com/apps/pbcs.dll/article?AID=/20060216/NEWS0201/602160419/1010/NEWS02&theme=ETHICS) <http://www.tennessean.com/apps/pbcs.dll/article?AID=/20060216/NEWS0201/602160419/1010/NEWS02&theme=ETHICS> )

(See IRS documentation regarding 501(c)(4) social welfare organizations directly participating in and intervening in a political campaign on behalf of a particular candidate, paragraph 4 at [HYPERLINK "http://www.irs.gov/charities/nonprofits/article/0..id=96178.00.html"](http://www.irs.gov/charities/nonprofits/article/0..id=96178.00.html) [www.irs.gov/charities/nonprofits/article/0..id=96178.00.html](http://www.irs.gov/charities/nonprofits/article/0..id=96178.00.html) )

(Article Eight of CFRR corporate charter states: "In any event the corporation shall not carry on any activity not permitted to be carried on by a corporation exempt from Federal income taxation under section 501(c)(4) of the Internal Revenue Code.")

- **Please share any past CFRR projects that have resulted in highway improvements (outside the CSS Team projects) to make SR-126 safer, cleaner, or more beautiful for the general public that travels this highway daily.**
  - No public records have been found regarding any CFRR sponsored improvement projects for SR-126 (or any highway).
  - **Documented CFRR objectives / projects** from public sources included
    - **Opposing Airport Parkway North** (see sentences 11-18 HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=37401>" [www.timesnews.net/archives/index3.php?id=37401](http://www.timesnews.net/archives/index3.php?id=37401) and sentence 2 of HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=40441>" [www.timesnews.net/archives/index3.php?id=40441](http://www.timesnews.net/archives/index3.php?id=40441) )
    - **Coordinating public opposition to Airport Parkway North** (see sentence 13 HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=37401>" [www.timesnews.net/archives/index3.php?id=37401](http://www.timesnews.net/archives/index3.php?id=37401) and entirety of HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=37679>" [www.timesnews.net/archives/index3.php?id=37679](http://www.timesnews.net/archives/index3.php?id=37679) )
    - **Hiring consultant to challenge TDOT study for Airport Parkway North** (see sentence 6 in HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=68276>" [www.timesnews.net/archives/index3.php?id=68276](http://www.timesnews.net/archives/index3.php?id=68276) ) The cost of the consultant paid by tax-exempt corporate funds, and the sources of funding should be available to the public in a financial statement upon request.
    - **Requesting and obtaining a "seat at the table" for the SR-126 project** (See sentences 25-29 HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=69849>" [www.timesnews.net/archives/index3.php?id=69849](http://www.timesnews.net/archives/index3.php?id=69849) and CFRR listed as represented on the Resource Team at HYPERLINK "<http://www.tdot.state.tn.us/sr126/team.asp>" <http://www.tdot.state.tn.us/sr126/team.asp> )
    - **Opposing and coordinating opposition to four-lane option for SR-126**
      - See last sentence in HYPERLINK "<http://www.timesnews.net/archives/index3.php?id=9450944>" [www.timesnews.net/archives/index3.php?id=9450944](http://www.timesnews.net/archives/index3.php?id=9450944)
      - Reportedly challenging and lobbying TDOT to reduce original TDOT traffic growth projections for SR-126 (Ornitz, CFRR president, and Tennessee State representative)
      - See HYPERLINK "<http://www.safe126.com>" [www.safe126.com](http://www.safe126.com) use of data analyses publicly presented by CFRR founding incorporator Ornitz. Safe126.com appears to be a private group opposed to the four-lane option with similar objectives and strategies as that of CFRR. Safe126.com leaders as well as CFRR leaders are publicly unidentified. From information available to the public, it cannot be confirmed or rejected that the Safe126.com and CFRR organizations are directly linked or have common leadership.
      - See reference to petition opposing four-lane originating from Safe126.com website which was used in the Minority Objection Statement for Section 3 East signed by the CFRR president and Tennessee State Representative Vaughn. See page 10 HYPERLINK "[http://www.tdot.state.tn.us/sr126/project\\_library/TeamRecommendation.pdf](http://www.tdot.state.tn.us/sr126/project_library/TeamRecommendation.pdf)" [http://www.tdot.state.tn.us/sr126/project\\_library/TeamRecommendation.pdf](http://www.tdot.state.tn.us/sr126/project_library/TeamRecommendation.pdf)

(Since a sizeable segment of the public desiring a four lane option for SR-126 has not been represented by CFRR, see 501(c)(4) social welfare organization qualifications, paragraph 2 at HYPERLINK "<http://www.irs.gov/charities/nonprofits/article/0,,id=96178,00.html>" [www.irs.gov/charities/nonprofits/article/0,,id=96178,00.html](http://www.irs.gov/charities/nonprofits/article/0,,id=96178,00.html) )



## 2. Summary

**Indian Springs Ruritan Club (ISRC)** and **Citizens for Responsible Roads, Inc. (CFRR)** are the two nonprofit, tax-exempt public benefit organizations that have been actively involved with the SR-126 Memorial Boulevard CSS project other than government entities and TDOT. Both ISRC and CFRR have leaders who are members of the SR-126 Resource Team.

Indian Springs Ruritan Club readily provided answers to questions regarding leadership, membership, objectives, accomplishments, and participation on the SR-126 project. Because Citizens for Responsible Roads, Inc. would not provide any answers to questions concerning the tax-exempt, nonprofit corporation, an extensive investigation from sources readily accessible by the public was undertaken to obtain answers. Considerable information was found regarding both organizations. Many of the findings have been brought forward in this document.

This investigation revealed that **Indian Springs Ruritan Club** has been supportive of the SR-126 project, and has actively worked to improve the highway safety and appearance for 40 years. It was found that **Citizens for Responsible Roads, Inc.** with publicly unidentified leaders and members has apparently used various means and strategies to oppose certain Resource Team options, achieve unstated objectives, obtain support from elected officials, and impact public opinion. In any CSS process, it is reasonable to expect that the stakeholders have a right to know the leadership, membership, objectives, accomplishments, and full extent of participation of any organization that may influence the outcome. This investigation and the findings do raise concerns about how the CSS process could be influenced and manipulated to the detriment of a large segment of stakeholders. This also raises an issue of fairness to all stakeholders.

1 motorists and the community. We must afford maximum  
2 protection to Yancey's Tavern and to East Lawn  
3 Cemetery. We ask that you spend our hard-earned tax  
4 dollars efficiently and effectively and respect our  
5 community. In keeping all this in mind, please don't  
6 overbuild Highway 126. Thank you.

7 MR. OZMENT: Thank you very much. Next?

8 MR. NAGI: Out of Ernest Brookman, Ellen  
9 Sims, Rodney Hurd, anyone else out of that group of  
10 four? Okay. Moving on to the next group of four  
11 will be Henry Somors, Bruce Dodson, Nathan Vaughn and  
12 Tim Bledsoe. Henry Somors, Bruce Dodson, Nathan  
13 Vaughn, Tim Bledsoe, and when you guys speak at the  
14 microphone, please say your name and your address.

15 MR. SOMORS: My name is Henry Somors, and I  
16 would like to pass for the moment. There's a new  
17 option here, and I would like to study it a little  
18 more and reserve the right and come back to speak to  
19 you later about that. May I do that?

20 MR. NAGI: Of course, Sir.

21 MS. SOMORS: Thank you.

22 MR. NAGI: Bruce Dodson, Nathan Vaughn or  
23 Tim Bledsoe?

24 MR. DODSON: (Inaudible).

25 MR. NAGI: Your name, Sir?



1 Vance Ramsey, Mark Gable, Kerney Timmons. Henry  
2 Somers, Vance Ramsey, Mark Gable, Kerney Timmons.

3 MR. SOMERS: My name is Henry Somers. I  
4 live at 5309 Foxfire Place, Kingsport. I got to  
5 looking. I've driven this highway for nearly 46  
6 years. We're imports to the area, but obviously this  
7 is home by now. I've driven it for a lot of years.  
8 Safety is a huge issue. And also for a number of  
9 years since about 2005 I started keeping up with the  
10 number of fatalities on the road. Since 1999 -- the  
11 Highway Patrol only keeps fatalities for five years,  
12 and after that, you can't find them. So we would  
13 have lost a lot of that information if we did not  
14 have a record. There have been a total of 18  
15 fatalities since 1999. And so Mr. Moody's point, 14  
16 of those were on the two lane, two were on the three  
17 lane and two were on the four lane. And I think  
18 we've all been touched by the folks that have lost  
19 their loved ones, and it's happened in our  
20 neighborhood, and we've had some really close calls.  
21 Seven of those have been also teen drivers.

22 One of the things, the reason for the 126  
23 project that was not mentioned, and I don't know.  
24 Some of you at TDOT may or may not be aware of this.  
25 There was an Airport Parkway project that was by the

1 City of Kingsport back in the 2002 time frame. That  
2 project was actually, I'll use the word killed.  
3 There was a number of people that were against that  
4 project, and one of the things that was said was that  
5 they would do away of that project, but as a result  
6 of not having a good highway from the airport over to  
7 11-W, that we would update and upgrade Highway 126 as  
8 a major road to the east entrance to Kingsport. So  
9 that's one of the reasons we're here is to upgrade  
10 Highway 126 rather than do the Airport Parkway.

11 Also the CSS Team, I was at the meeting  
12 this morning, and there was a little bit of  
13 information there that I would say was not maybe  
14 exactly accurate. There are 18 people on that team.  
15 There was Kingsport and Sullivan County government  
16 people. It included the mayors, and it included some  
17 of the people from the Kingsport MPO, Sullivan  
18 County. So there was broad representation on that  
19 team. That team worked hard for two years, and there  
20 was a lot of back and forth that was done and a lot  
21 of compromises that were made.

22 Alternate A is the closest to their product  
23 that they recommended. That was recommended to TDOT  
24 in 2005. It was accepted by TDOT in 2005. And this  
25 is a -- after two years of work that they recommended



1       that. The CSS recommendation was a four lane to  
2       Cooks Valley Road.

3               What we need in my opinion is, we need a  
4       bare bones, minimum four lane to accommodate future  
5       traffic. I think anything you've got on the four  
6       lane there, it's got a grassy median. It's got  
7       sidewalks. It's got curb and gutter. We need to  
8       take all that out, and we need to get it down to just  
9       the very basic four-lane highway, especially across  
10      the ridge. Nobody wants to see a big cut in there.  
11      But the footprint of the four lane would be a very  
12      basic, is not going to be that much different from  
13      the three lane and you put a sidewalk on it. And I  
14      think for future traffic, we're actually going to  
15      need the extra lane-age.

16             MR. NAGI: Thank you, Sir. Thirty seconds.

17             MR. SOMERS: Okay. Traffic projections:  
18      The counts you were running in July, they're a  
19      thousand down. You run them in July. There's no  
20      school traffic, and the economy hopefully is going to  
21      be back in the areas within the urban growth  
22      boundary. Also, I'd like to say that in the 126  
23      Phase Rebuild, a four-lane option is possible from  
24      East Center Street in Kingsport to Cooks Valley Road.  
25      This option is needed for the capability of safe

1 travel needs of our children and grandchildren until  
2 the 25th (sic) and beyond. A minimum of four lanes  
3 shall be constructed in the 650 feet from Chestnut  
4 Ridge Road to Cooks Valley Road with the appropriate  
5 deviation approval, using retaining walls and the  
6 available -- there's 60 distance feet of right-of-way  
7 between East Lawn Cemetery and the historical  
8 property. Nobody wants to see Yancey's Tavern  
9 impacted, and we don't want to see any graves moved.  
10 But that can be -- without the sidewalks, we can put  
11 that in without impacting -- moving graves or without  
12 Yancey's Tavern. And the example of where this is  
13 done is every day on State Route 36 from Holston  
14 River Bridge to Moreland Drive over the railroad  
15 overpass, there is 57 feet, and we're talking about  
16 60 feet right-of-way at Yancey's Tavern and the  
17 cemetery. There's 47 feet from white line to white  
18 line. So we know that it can be done. And just...

19 MR. OZMENT: Sir...

20 MR. SOMERS: Just real quickly. Also we  
21 need interim improvements. We can't wait another  
22 eight to ten years, and a really good example is at  
23 Yancey's Tavern -- I'm sorry, at Cassidy, that blind  
24 curve. Interim improvements were proposed in 2009,  
25 and we really need to get those done for safety.



1       Thank you.

2               MR. OZMENT: Thank you, Sir.

3               MR. RAMSEY: My name is Vance Ramsey. I do  
4 live on 126 and have lived there for some 46 years.  
5 I probably have had as many wrecks in front of my  
6 house as anybody in this audience tonight. I could  
7 probably prove that if I wanted to, but I don't  
8 intend to do that. And let me say that the majority  
9 of wrecks that's happened in front of my house, the  
10 road had very little to do with it. I've woke up  
11 many nights, and I've heard cars coming down the road  
12 at 70 and 80-mile an hour. They run off the road,  
13 and they wreck. A great majority of the wrecks have  
14 also been drunk drivers who wreck, run through my  
15 fence, and in three cases abandoned the car and run,  
16 and the next day on one of them I found four  
17 six-packs of beer in my creek, that they run and put  
18 them in my creek. So I guess I'm starting with that  
19 to say that roads don't necessarily cause wrecks.  
20 People driving the vehicles are usually at fault in  
21 some way. Just like guns don't kill people. People  
22 kill people.

23               I believe that 126 definitely needs  
24 improving, and as most of you have heard me say  
25 before in the meetings, about four or five things

**From:** TDOT Comments  
**To:** "ffancies@earthlink.net"  
**Cc:** Gary King  
**Subject:** RE: SR 126  
**Date:** Thursday, August 09, 2012 9:56:08 AM

---

Dear Ms. Ellis:

Thank you for your email regarding the SR-126 (Memorial Blvd.) project (PIN 105467.00) in Sullivan County.

I appreciate your attending the meeting in Bristol. I think these meetings are very productive.

TDOT will be bringing and explaining some new modified information and possible modified roadway sections in the area of Chestnut Ridge to the public hearing. I hope these will address some of your concerns in that area. We will be receiving and documenting all comments on the Draft Environmental Impact Statement, as well as on the modified information at the hearing.

I encourage you to attend the hearing when it is rescheduled. The date of the rescheduled hearing will be published in the local newspapers and at <http://www.tdot.state.tn.us/sr126/> or <http://www.tdot.state.tn.us/public/default.htm> on the TDOT website.

If you have any questions, the Project Manager and point of contact for this project is Gary King, and his contact information is:

Gary D. King  
Project Management Division  
Suite 600, James K. Polk Bldg.  
Nashville, TN 37243  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

Sincerely,

John C. Schroer  
Commissioner

-----Original Message-----

From: Arthur Ellis [<mailto:ffancies@earthlink.net>]  
Sent: Wednesday, August 08, 2012 5:46 AM  
To: John Schroer  
Subject: SR 126

> Dear Commissioner Schroer,

>

> Thank you for returning to the Tri-Cities area to explain and clarify a number of things for



attendees last Friday.

>

> I feel that you are indeed striving for transparency and seeking the best solutions for the multitude of situations under your purview, and I will continue to watch and hope that this is the case.

>

> My special concern, which has not yet been addressed in your remarks about SR 126, is Chestnut Ridge itself, which yields, in its present state, a breathtakingly beautiful view of the surrounding countryside and the mountains beyond. I always feel, as I approach its summit from the Kingsport side, that I am transitioning from city to country through something akin to a "magic kingdom" as its pastoral nature enfolds me. Environmentally and esthetically it is a very sensitive area which, once compromised, can never be restored.

>

> In the past, when traffic counts were higher on this stretch of road, I engaged in my own counts and observations at peak traffic times and found that traffic moved steadily along the highway, as well as entering and exiting it. As I understand it, destroying the integrity of this treasured landmark would be an extremely costly endeavor for what might be little or no traffic flow benefit and to the great emotional and financial distress of the many families who would be adversely affected by such a move.

>

> Would you speak to this issue, please?

>

> With best wishes,

> Charlotte Ellis

>

**Subject:** FW: SR 126  
**Date:** Wednesday, August 08, 2012 10:01:07 AM

---

-----Original Message-----

From: Arthur Ellis [mailto:ffancies@earthlink.net]

Sent: Wednesday, August 08, 2012 5:46 AM

To: John Schroer

Subject: SR 126

> Dear Commissioner Schroer,

>

> Thank you for returning to the Tri-Cities area to explain and clarify a number of things for attendees last Friday.

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>

> Would you speak to this issue, please?

>

> With best wishes,

> Charlotte Ellis

>



RECEIVED

#37837

AUG 09 2012

405 Wine Circle  
Blountville, TN 37617  
July 26, 2012

TDOT Commissioner John Schroer  
James K. Polk Building, Suite 700  
505 Deaderick St.  
Nashville, TN 37243

Dear Commissioner Schroer:

All present at Yancey's Tavern join me in thanking you and your staff for visiting with us to discuss the SR126 project. It is reassuring to learn of your own interest in historic preservation and that TN-SHPO and the Advisory Council on Historic Preservation are monitoring the impact of SR126 on the National Register Site. Thank you for your gratifying compliments on the results of my efforts for Yancey's Tavern. I recall with pleasure the similar appreciation of Governor and Mrs. Haslam when they visited during the campaign.

Your presentation of TDOT's continuing studies left unresolved the admitted adverse visual impact on the National Register Site, although it did lay to rest invasion of the Site and movement of graves in East Lawn Cemetery across the road. Alternative B adds a third lane and six-foot shoulders to the present two-lane road in front of Yancey's Tavern. This doubles the expanse of pavement and would be an adverse visual impact on the 18<sup>th</sup> century building as admitted in the draft environmental impact statement. There was no time to discuss this in our session so I will again suggest that adding shoulders to the present highway gives the needed safety improvement and mitigates the adverse visual impact. This only increases the expanse of pavement by 50% and reflects the fact that the traffic counts for this section of SR126 east of Old stage Road have been decreasing over the past five years and fell below 7000 cars/day last year. Adding lanes to roads with steadily declining traffic loads and low growth potential is still unjustified.

Measurements by two of my SR126 neighbors indicate a three-lane road with six-foot shoulders can be squeezed between the cemetery and Yancey's Tavern but the doubled expanse of pavement would have to be against the Tavern property. Not only would this enhance the adverse visual impact, but also it leads me to ask how does TDOT plan to protect and save the fine cut stone culvert that carries the spring outflow under the 1761 Island Road (Chestnut Ridge Road)? It is my understanding this is the last such culvert in the state and therefore an important part of the National Register Site.

RECEIVED

AUG 09 2012

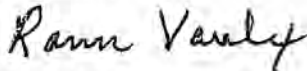
CONSTITUENT SERVICES

There was considerable discussion of the Alternative B plan to build a divided four-lane highway with 12-foot grass median, shoulders and sidewalks for a mile at the beginning of this section of dwindling traffic load. The concern is loss of the 1761 Island Road (today's Chestnut Ridge Road north of SR126) to build a section of mock interstate in place of a road carrying less than 7000 cars/day. Island Road was the route of the militia and settlers to the important Battle of Island Flats July 1776. Later it was the route of the settlers from Yancey's Tavern to Exchange Place, Kingsport's Living History Farm. With this area's developing heritage tourism the ability to follow original 18<sup>th</sup> century routes where they still exist is important.

You have no doubt concluded from your study of SR126 that Yancey's Tavern is one of the area's most well known and popular historic sites. I do not charge for its use and numerous garden, civic, teachers, and patriotic/genealogy clubs have met there. Other events were a small wedding, a tour for the Tennessee state DAR convention, a Cub scout pack meeting, and a stop and tour by the local British Sports Car club, which was retracing the 1761 Island Road beginning in Bristol. A bus tour of Sullivan County Quilt Barns is becoming an annual event with a stop to see the house and hear its history. It appears in the local press fairly often and I am enclosing the most recent article for you and your wife.

Again thank you and your staff for coming. I am sure a context sensitive, cost effective solution will be developed for SR126.

Sincerely,



Rann Vaulx

Enclosure, addressee only

Cc: Hon. Bill Haslam, Governor of Tennessee  
Mr. Patrick McIntyre, TN-SHPO  
Mr. LaShavio Johnson, Advisory Council on Historic Preservation  
Ms. Ellen Sims, Regent, Long Island Chapter DAR  
Ms. Cherel Henderson, Director, East Tennessee Historical Society  
Mr. J. H. Osborne, Kingsport Times-News  
Mr. John Scott, President, Netherland/Exchange Place Association  
Mr. Bob Notestine, President, APTA (Association for the Preservation of Tennessee)



# SUNDAY STORIES

A SPECIAL EDITION OF THE KINGSPORT TIMES-NEWS • SUNDAY, JULY 1, 2012

## Follow the Quilt Trail

### Sullivan County Boasts 18 Barns Along the Route

By Susan Kendrick Lauhoff

It was the dream of a fifth generation quilter with Appalachian heritage.

Donna Sue Groves desired to honor her mother who sparked the creation of an "imaginary clothesline of connecting barns decorated with quilt squares across rural America." So, in 2001, just 11 years ago, the popular 8-by-8-foot quilt murals began "popping up" on barns in our county and across America as the Appalachian Resource Conservation and Development Council (Appalachian RC&D Council) in Northeast Tennessee was established.

According to the Appalachian RC&D Council, the process begins as barns are selected to host the quilt squares. Five criteria are considered: Visibility (must be able to be seen from the road), appropriateness (location must tie in to agriculture or a historic site), proximity (must be near other barns with quilt squares), attractiveness (barn area must be well-maintained) and compatibility (the surrounding area must be conducive to the goals of the Quilt Trail). Each square is painted by volunteers and are oftentimes a pattern design from a family quilt.

Sullivan County is part of the Appalachian RC&D Council and is currently home to 18 hand-painted quilts hanging on weathered barns. It is my privilege to have accepted the challenge of visiting each of them and sharing a bit of the process and history behind their creation.

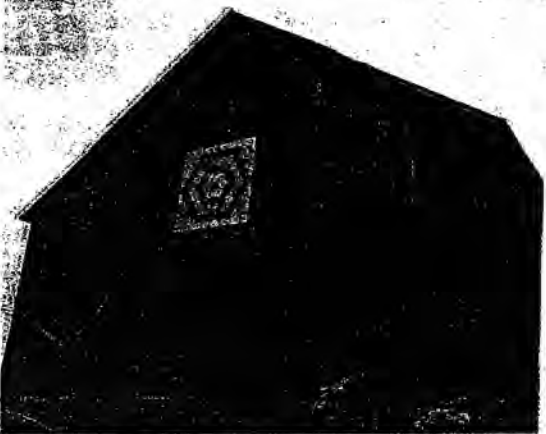
Anticipating the scent of freshly cut grass and hay, and with camera and notepad in tow, please journey with this Georgia peach as I seek the adventure of exploring the rural artwork in my new Upper East Tennessee home by traveling the back roads, highways and farming communities in Sullivan County.

For my first Quilt Trail barn visit, I chose the stately west barn at Allandale, located at 4444 West Stone Drive in Kingsport. According to Curator Rod Gemayel, "the Allandale barns were built in the late 1930s and early 1940s by J. Fred Johnson and later embellished by Harvey Brooks in 1949-50."

A Brooks family quilt was never discovered after the City of Kingsport inherited the magnificent estate, so the "Stars Over Tennessee" pattern was chosen, painted and hung in 2005 by the youth leadership of S.H.O.U.T. (Students Helping Others Understand Tomorrow).

The second barn I visited on The Quilt Trail led me to one of the oldest buildings in Sullivan County - Yancey's Tavern and its regal old barn that was built in 1903. With its cobblestone foundation, I am reminded of barns in the rambling countryside of Great Britain.

Owner Rann Vaultx shared that the stately barn had graced the cover of Kingsport's 2006 telephone directory, depicting the quilt with its "Grandmother Flower Garden" design that was painted by Blountville artist Anita Long and her children that same year.



There are 18 barns with quilt squares on display in Sullivan County, including the ones at Allandale (top) and Yancey's Tavern (bottom).

Located across from East Lawn Cemetery at 6290 Chestnut Ridge Road in Kingsport, the nationally-registered historic site held within its attic a small, unfinished Yo-Yo pattern quilt made from fabrics of 1920s-era dresses that were found during the renovation. Quite dirty, the soiled sample was professionally cleaned then framed and is now hanging in the tavern where I was able to admire it during a recent DAR meeting.

If you are interested in learning how your barn may be added to the Appalachian Quilt Trail, please visit [www.quilttrail.org](http://www.quilttrail.org). And, if you own a barn on the Quilt Trail in Sullivan County, please contact me at [susanekl@yahoo.com](mailto:susanekl@yahoo.com) with Quilt Trail in the subject line to share your barn's story. I promise to bring the cookies if you'll make the lemonade!



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

SUITE 700, JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243-0349  
(615) 741-2848

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

**August 20, 2012**

Mr. Rann Vaulx  
405 Wine Circle  
Blountville, TN 37617

Dear Mr. Vaulx:

Thank you for your July 26, 2012 letter and for sharing the news article about the Sullivan County Quilt Bams. The Tennessee Department of Transportation (TDOT) is continuing to work with local partners and government agencies with the goal of finding the best design for SR-126 that meets the needs of all the stakeholders.

As development of the project moves along, we will continue to work with you and TN-SHPO to minimize any visual impacts to Yancey's Tavern. TDOT is also committed to getting your input on what to do with existing Chestnut Ridge Road around the Yancey Tavern property and how to provide access to the property. In addition, we are aware of the stone culvert under Chestnut Ridge Road in that area and plan to avoid performing any project related work there that would disturb it.

I hope this letter has addressed your concerns. We look forward to working with you to develop a SR-126 project that is safe and cost effective, and at the same time is respectful of the historic value of Yancey's Tavern.

Sincerely,

A handwritten signature of John C. Schroer, written in black ink, is located below the "Sincerely," text.

John C. Schroer  
Commissioner

JCS:GK



**From:** [Michelle Griggs](#)  
**To:** [Danielle Hagewood](#); [Gary King](#)  
**Cc:** [Scott C. Black](#)  
**Subject:** Route 126 East Tennessee  
**Date:** Monday, July 23, 2012 9:02:16 AM

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Gary:

Governor Haslam's Office has assigned the email below to TDOT for a response.

Please respond to Mr. Wagner by 7-25-12 and copy me at [tdot.comments@tn.gov](mailto:tdot.comments@tn.gov)

NOTE: Only address the roadway concerns – not the political issues.

Thanks,

Michelle Griggs  
Customer Service Coordinator  
Community Relations Division  
TN Dept. of Transportation  
615-741-8261  
615-253-1480 (fax)  
[michelle.griggs@tn.gov](mailto:michelle.griggs@tn.gov)  
***How are we doing? Customer Service Survey***

From: "Willis Wagner" <[wwagner03@gmail.com](mailto:wwagner03@gmail.com)>  
Date: 7/2/2012 3:43:22 PM  
To: "Governor Haslam" <[bill.haslam@tn.gov](mailto:bill.haslam@tn.gov)>  
Cc:  
Subject: Route 126 East Tennessee

Governor Haslam:

Well in case you haven't heard sir there is a political campaign going on up here and yes guess what issue is very high in the discussion? You are right. State Route 126. This process has been going on for years campaign after campaign by both parties. One party says one year that the opposition hasn't done enough. Next campaign the process is reversed. The last time Representative Shipley ran he was making campaign ads of him riding the paver on a road they say was constructed in 1932. Six years before I was borned. According to our paper today he said over a million dollars was spent. The other party got \$300,000 to \$400,000 spent on a project that did not directly affect the old portion of highway in question but was a safety improvement. There seems to be an argument starting now as to how to fund the project. TDOT is still after many years stating that they have a draft environmental assessment tentatively approved by the Federal Government but we don't know what it says other than a long discussion about how many graves have to be moved. Graves are moved everyday for progress in our country. That is not something to hold up progress. I partly observed some of the operations of actually moving over two thousand graves to make way for Interstate 81 and 50 to 100 graves to allow surface coal mining

operations to proceed in Virginia. I can honestly say that no grave was ever moved unless the conditions of that person were greatly improved and families were more satisfied. We are Americans we should do things honestly. I am retired military and proud of it. I also worked many years on reviewing the preparation of and the implementation of environmental documents. They seem to be used on the general public as fearsome processes that we just must be so perfect while doing our planning where they are necessary. That is a pure falsehood sir. Now if you are using them to say you don't have enough money that is dishonesty. Another reason is the old structure that appeared to be hurriedly placed on the National Historical Landmark Registry. That does not in anyway stall a project if you follow the guidelines. Yes protection is absolutely necessary but for heavens sake do that in the contract and move on. Don't use headlines like this to just stall the whole process for some dishonest reason of having this issue to run each campaign year after year. I am an independent voter who sometimes splits their vote to get the right person. There is not an ounce of difference between you and Governor Bredesen except your activities in changing the voting laws. That really does look shady to me especially for our college students and older people without transportation. Not sure how you live with that decision. However I believe you were the most qualified last time.

Now if you are waiting or counting on Senator Ramsey to help you out on Route 126 forget it. I do believe I have attended every announced public meeting held on this road. I have never seen Senator Ramsey at any of the meetings nor has he made a public statement about Route 126. According to our newspaper there was a meeting with other legislators in his office one time about this road and he excused himself during the discussion. Other neighbors will give you the same account. He has been absent on this matter up here. It does seem like the newspaper tries to get his attention sometime but to no avail. Look all we have to do is drive toward Nashville or over in Washington County to see that this project is for sure neglected and gets no local backing except Representative Shipley at each election time regardless of the record of accidental killings in vehicle accidents. It claimed a young mother about three months ago. The front wheel dropped over where there was no shoulder and caused loss of control. A small child was thrown out of the car and killed when he struck the highway less than a quarter of mile from our house. The road has a long record of devastating safety history. The general public is not stupid. It appears to be an ongoing process of misrepresentation by all of our officials up here unless there is the possibility of personal political gain.

Why does the State of Tennessee need to absolutely have all funding necessary promised or in the bank for the entire 8 to 10 miles before they will start construction anywhere? Why can't you start on one end or the other or on the most dangerous section and fund that now? The longer you wait the more people will lose their lives and the project will cost us more when completed. You cannot place a money value on the loss of life going on up here where it is easy for everyone to see that this antiquated road is the cause. I challenge you to find a place to change a flat tire without impeding traffic. Can't we do more than shuffle paper?

Willis Wagner  
5524 Kiowa Street  
Kingsport, TN 37664



**From:** Sr- Bruce  
**To:** Gary King  
**Subject:** State road 126 memorial project.  
**Date:** Sunday, June 10, 2012 10:14:50 PM

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Hi Gary King,

I live at 4900 memorial blvd Kingsport, TN. That's right across, from the west end, of East lawn funeral home. I am looking for the current timetable, for the road project. From what I read, it's in the end part of the environmental stage. What does the next stage entail. If you could give me a time line in years, to the breaking of ground, it would be great, even a statement will do. Even if the No go plan is used.

The plans all include my property, The new "A-B-C" Unless I mess read. This is a very dangerous area of road, I have seen wrecks that the police did not come out on, They was handled by other means. I've almost been hit on a few occasions my self, just trying to leave. So I am in favor, of the road being fixed, For safety reason's alone.

Thank's for your time, Bruce Piatt

My phone is 423-422-7702

Phone: 615.741.4777

**From:** Arthur Ellis [mailto:ffancies@earthlink.net]

**Sent:** Friday, June 01, 2012 11:54 AM

**To:** Governor Bill Haslam

**Cc:** John Schroer; eths@eastTNhistory.org

**Subject:** Federal and state dollars at risk on SR 126 highway project

Dear Governor Haslam,

I am writing to you because you are the one person who can dictate how tax dollars are responsibly spent in the state of Tennessee. I want to bring to your attention a part of a transportation project in Sullivan County that I and many community members consider a case of lavish spending and an egregious waste of millions of hard-earned taxpayer dollars -- that being a particular 1.5 mile section of the SR 126 Memorial Boulevard improvement project.

My husband and I lived for many years in the historic Barger House, now home of Cherry Point Veterinary Hospital, on state highway 126. I have served as a volunteer at Yancey's Tavern, built in 1780 and listed on the National Register of Historic Places. We treasure the history of this area, including the pre-Revolution Old Island Road traces on the property, the woodland and rural nature of Chestnut Ridge, and the friendly people of the community. I am intimately acquainted with the history of this SR 126 road improvement project, having attended all of the public meetings, as well as some of the Community Resource Team meetings, and served on a Citizen Focus Group for the project. I am fully supportive of the need for improving the corridor for safety and salute TDOT for choosing this as the first Context Sensitive Solutions project in the state! However, I do have a serious problem with the 1.5 mile section between Old Stage Road (the end of the Kingsport City Limit) and Cooks Valley Road. This section is currently slated by TDOT to be a grass median-divided 4-lane (Alternative A) or a combination grass median-divided 4-lane/3-lane (Alternative B). I contend that both alternatives are gross over-building of this rural County section of the state highway.

Given that:

- 1) Old Stage Road separates the City from the County and the urban land use from the rural;
- 2) both Build alternatives feature a grass median-divided 4-lane in this section that will devastate our beautiful Chestnut Ridge;
- 3) both Build alternatives will negatively impact Yancey's Tavern and the East Lawn Cemetery;
- 4) this section has the lowest traffic numbers on the entire project length (fewer than 8000 cars/day in the last five years and in steady decline);
- 5) the cost (currently estimated total project cost for construction, ROW & utilities: \$120,316,000 for Alternative A; \$99,565,000 for Alternative B) of a divided 4-lane on this steep ridge section is enormous when compared with that of an improved 2-lane that would meet all of the project requirements (as submitted in a Minority Report in the Community Resource Team Report to TDOT); **how, then, does the state justify this level of expense and destruction for this rural, lowdensity, county section?** This has never been explained to the tax paying public. It is not only money down the drain; it also completely negates the context sensitivity so anticipated by the community in this model project.



Alternative B converts a half mile of this section to a 3-lane, for a savings of \$20.4 million over Alternative A. **How much more would be saved by making this entire 1.5-mile section from Old Stage Road to Cooks Valley Road an improved 2-lane (NOT a 3-lane), one that is superior to the divided 4-lane on all counts?**

You have pledged a fiscally responsible administration, one that would cut out wasteful spending. May we count on you to live up to that promise, saving millions upon millions of dollars, while protecting our community's treasured landscape in keeping with TDOT's stated commitment to the principles of Context Sensitive Solutions? I urge you to intervene in this project to correct over-building of this section, and invite you to revisit our community to see firsthand the area in question. I would be happy to serve as an escort.

It seems a double tragedy to extravagantly spend many tens of millions of dollars to disfigure or destroy what is unique, beautiful and loved and what defines this particular area -- our picturesque Chestnut Ridge, the historic Yancey's Tavern property, and the community's Eastlawn Cemetery.

Many thanks for your attention to this matter, which is of extreme importance not only to the community but to the tax payers of the state as well.

Sincerely,

Charlotte B. Ellis  
(1089 Big Hollow Road)  
P. O. Box 899  
Blountville, TN 37617

**Subject:** FW: SR 126  
**Date:** Tuesday, May 29, 2012 3:23:47 PM  
**Attachments:** [flexability in highway design.pdf](#)  
[SR126 Postcard from original sr126 web site.pdf](#)

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**From:** Tim McCoy [mailto:mccoy1958@charter.net]  
**Sent:** Monday, May 28, 2012 11:50 AM  
**To:** John Schroer  
**Cc:** Governor Bill Haslam  
**Subject:** SR 126

Dear Commissioner Schroer,

As I sit here this Memorial Day reflecting on those who have died defending our country I also reflect on those who have died on my road. I live on SR126 and my wife and I have been involved with the process since January 2005. We actually became involved and part of the statistics of this road when our oldest son Nelson was killed on the road the day before Thanksgiving 2004. The accident report stated that a car pulled into his lane as Nelson was rounding a blind curve instead of slowing down as a neighbor was turning into her driveway. It was a cold wet day and the narrow road did not allow him to correct his car before he slid off the road down a 30 ft embankment and hit a telephone pole broad side dying almost instantly. There were no guard rails to prevent his car from going over the bank and there were no shoulders on either side of the road. I recently followed a Sullivan County Sherriff's deputy car as we traveled past the site where Nelson died and that deputy did the exact same thing, pulled into the other lane as a neighbor was pulling into their driveway. I wish I had gotten the patrol car number but seeing this incident did show me what Nelson saw and how he had to react and how he didn't hit the car on that fateful day. I am glad no one was coming the day the deputy made his decision to not slow down. Those of us who use this road daily know the dangers and those of us with children who go to Sullivan Central High School also know all too well the dangers of this road and as a member of the PTSA I helped with a project called Car Control Clinic. This project brought in an organization that helped teach our children how to control their cars and the PTSA ran a golf tournament to raise money to supplement the cost of the clinic to our students. For three years this golf tournament was a memorial tournament for a Central student who had died on SR 126. I personally knew 2 of the three. One of Nelson's best friends died the summer before his senior year. Joseph Misciagia was a great kid, class officer, smart and a great soccer player. Joseph, like Nelson did, would have graduated in the top of his class. Nelson played basketball and baseball had a 4.0 GPA and was at the University of Alabama Huntsville as an engineering major on an academic scholarship. Nelson's death stirred lots of emotions with the students sending hundreds of letters to former Commissioner Nicely and former Governor Bredesen.

Since then I have pushed for continuing safety improvements with many having been implemented. There is now a guard rail where Nelson died and centerline rumble strips with centerline reflectors were installed in 2007. These improvements although not costly have



prevented many right of center accidents and the deaths on SR 126 have dropped substantially. But there is still problems with this road. The road bed is old and needs to be brought up to today's standards. The DEIS states that the road design speed does not meet the posted speed limits. And I have pushed for lower speed limits only to get double talk that it is the county commission's responsibility to ask for a lower speed limit and the county commission says it is a state road so it is the state's responsibility. And even with the DEIS review that the road design speed does not meet the posted speed limits nothing has changed. So how can TDOT justify and keep the posted speed limits if the DEIS says that the road does not meet the design speed. Why not, for safety sake, lower the speed limits? But even if the speed is lowered there are few places to pull over those who choose to speed on this road so enforcement is difficult.

The cancellation of the community meeting has me worried that the context sensitive program is now over. The TDOT employees and consultants who were on the resource team or who worked from behind the scenes are no longer involved with the project. I cannot tell you how many project managers there have been since Elizabeth Smith but it has been several. Ed Cole is no longer involved and I think is no longer with TDOT. There seems to be all new people and I am not sure if they even know that this is a context sensitive design project as an email reply to my questions stated that TDOT is going to the federal highway administration to see what is needed to be done so that they can encroach on a national historic registered property.

I was not happy with the only options being considered were basically the same except for ½ mile was reduced in design to limit the impact on East Lawn Cemetery. And for the record during the CSS process the question was asked how many graves would be impacted and the answer was that a specific number could not be given until after the DEIS is completed. But with the design being pushed by the members of the team that worked for the City of Kingsport of a 4 lane divided road from Center Street to I-81 was and is as designed in the DEIS would require the movement of many graves. There was a minority report written by members of the team who did not want Chestnut Ridge to be destroyed just to provide a 4 lane, plus a 5<sup>th</sup> lane that is either a raised grassy medium or a center turn lane and sidewalks and shoulders and for the segment across Chestnut Ridge is a 72' wide! There are very few roads to turn onto while traveling through the ridge and traffic counts drop drastically as soon as you pass Old Stage Road. And who will be responsible for mowing the grassy medium since TDOT has not yet mowed the right away along SR 126 yet this year. There is grass along the road that is waist high.

We were told during the meetings that TDOT will not overbuild but it appears that is exactly what will happen if the road is built as it is currently designed. I have read the DEIS and a few items stand out for me in the report. First is the traffic count data listed in Table 1.5.6: SR126 Traffic Volumes. It has the title of existing and future traffic volumes but the years listed are 2013 and 2033. No existing traffic data is listed. The AADT on TDOT's website lists the volume at the following measuring stations, which are both east of Old Stage Road, as follows. Station 167 just east of Old Stage at 6,786 for 2011 and station 108 which is west of Harrtown Road at 7,010. Station 202 which is just west of Old Stage Road was 9,805. The chart in the DEIS lists the volume from Old Stage to Lemay (station 167) at 8,450 in 2013 and Island Road to Fall Creek Road (108) at 9,360. Are we to accept that these figures are accurate when if the actual AADT is looked at the traffic count has dropped each year since 2000! Station 167 had a volume of 8,200 in 2000 and in

2011 it was 6,786. Station 108 was 8,930 in 2000 and 7,010 in 2011. So do the actual numbers matter to TDOT? Do the actual numbers justify spending a \$100 million minimum for a superhighway that will take several hundred homes and graves and many businesses just to provide a road for future commercial development maybe? And why should the City of Kingsport officials have such a great influence on the development of this road when I don't have the ability to vote for or against these people.

Another reason that I fear that the context sensitivity is gone from the project is several statements made by State Representative Shipley at a "town hall meeting" shortly after the cancelled community meeting that was not advertised. I was informed of this meeting by a friend who got an email telling her about the meeting. It was held at a home of a supporter of Rep Shipley and in that meeting the following statements were made. First he stated that he had chosen a couple Diane and Hank Somers to be his SR126 committee and was getting them meetings with TDOT officials. Now I appreciate everyone who tries to get safety improvements for the road these individuals do not represent everyone on this road. Also, where does the community involvement stand when a state representative selects a former resource team member who wrote a minority report for a 4 lane divide road from Center Street to I-81? Also, in this same meeting Rep Shipley told those in attendance that where the DEIS used the word adverse in respects to what the road would do to the community and to cemetery and to Yancey's Tavern does not mean a negative but just a change to the status quo. Now it has been a few years since I wrote a technical paper but I am sure you would not use the word adverse if it was a positive change! So with these statements and the recent response that TDOT is now going to the federal highway department to try to encroach on Yancey's Tavern just to put in a road that is not context sensitive nor that is not being over built. We all know that the economy has reduced the amount of money coming from the federal government and that Tennessee has more road work needed than money to do the work and when I asked if a new environmental impact statement would be needed if the foot print of the road was reduced I was informed that there would have to be a new DEIS and all this concerns me. I am afraid that the third option of no build will be the option chosen. The decision of a no build option if chosen would be, in my opinion, would be a decision against safety because the only options on the board are more development than safety. The actual AADT do not justify the need for more lanes, the road can be made safer by improving site lines, horizontal and vertical curves, the addition of shoulders and other safety improvements that TDOT has implemented on other roads like SR75 where edge of road rumble strips were installed from the TriCities airport to Blountville so drivers know when they are getting close to the shoulders or on highway 66 ( I believe this is the highway number) in Jefferson County where both centerline and edge of road rumble strips have been installed.

I would like to ask for a meeting with you to discuss SR126 and some compromises to get this road built. I don't expect to have all my suggestions implemented but I do feel that I have given enough to get this road fixed that I deserve to have my opinions heard. I have never been asked by Rep Shipley for my thoughts and for him to ignore all constituents except the Somers' just adds to my frustration. I can come to Nashville at any time that fits your schedule.

I have included 2 attachments to this letter. One is the Flexibility of Highway Design from the US Department of Transportation and a page from the old SR126 web page showing a post card from



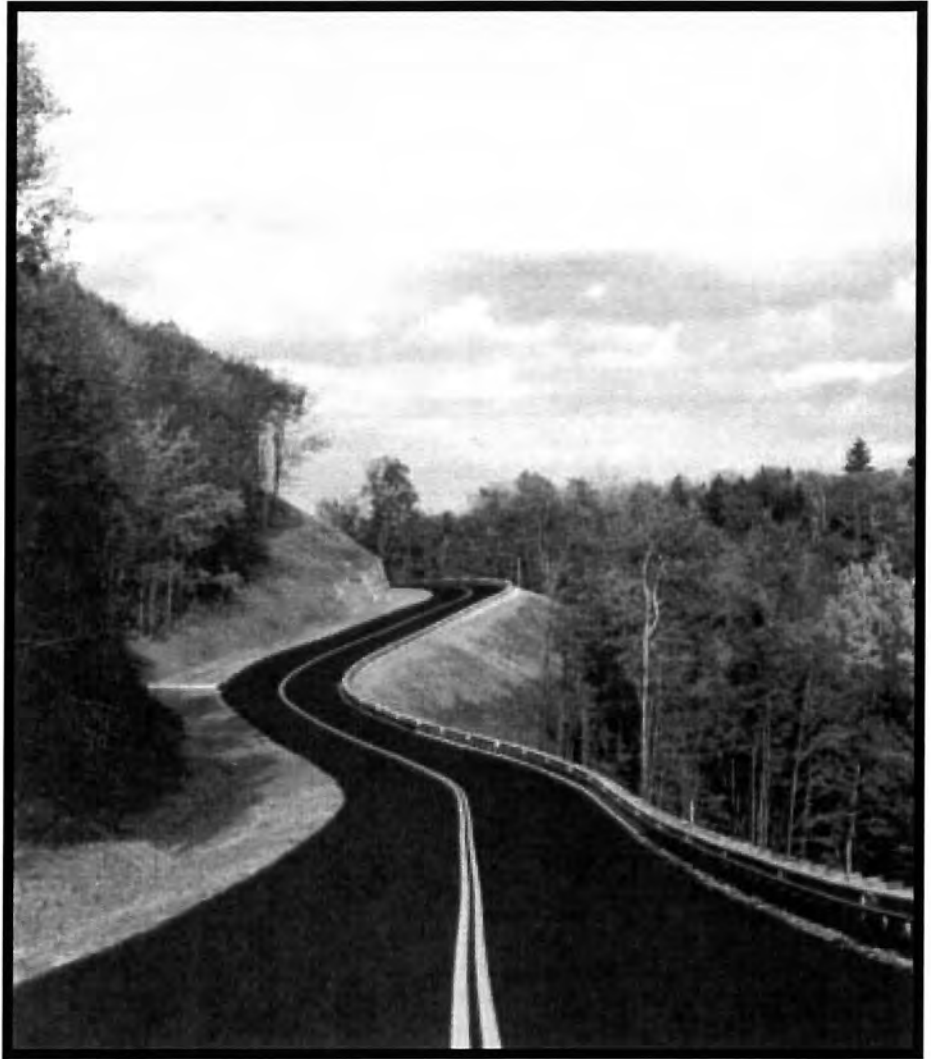
the 1940's when SR126 was US 11W. Please look at the cover photo on the Flexibility of Highway Design and the post card and see if the pictures aren't similar. It is as if the Federal Highway Department had SR126 in mind for this guideline.

Thank you for your reading of this email and I look forward to hearing from you.

Tim McCoy  
5974 Highway 126  
Blountville, TN 37617  
423-323-1889

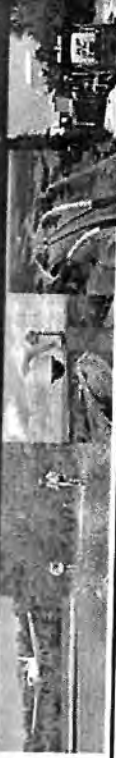
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# Flexibility in Highway Design



U.S. Department of Transportation  
Federal Highway Administration





What is CSS?

Newsletter

Project Location Map

Project Area Photos

Public Involvement

Resource Team

Project Timeline

FAQs

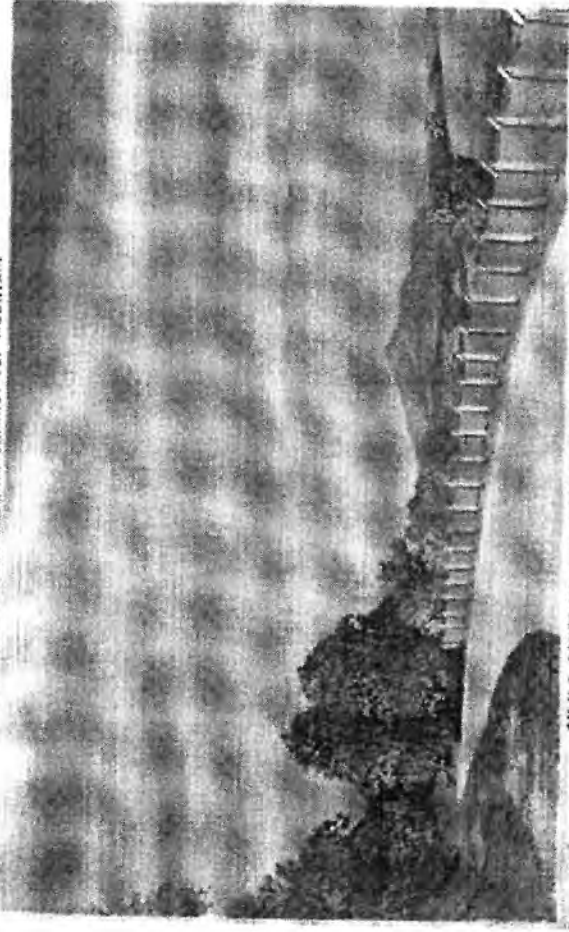
SR-126 Home

## Sullivan County Memorial Boulevard (SR-126) From East Center Street in the City of Kingsport to I-81 A Context Sensitive Solution Project

### Project Overview

Life and traffic along Memorial Boulevard (SR 126) has come a long way since the 1940s, as depicted in this period postcard.

K.23 SUNSET SCENE SHOWING CHIMNEY TOP MOUNTAIN



ON U.S. ROUTE NO. 11W BETWEEN BRISTOL AND KINGSFORT, TENN.

The need for improvements along the corridor that connects the City of Kingsport to I-81 has been discussed since the early 1990's. In 1992, the Tennessee Department

RECEIVED

#36882

MAY 30 2012

May 24, 2012

2356 Woodridge Ave

Kingsport, TN 37664

TDOT Commissioner Schroer

James K Polk Bldg

505 Deadrick Street Suite 700

Nashville, TN 37243-0349

My residence is adjacent to Memorial Blvd. (HWY 126) in Sullivan County, about to impacted by construction proposals by TDOT. The construction proposals for this road are confusing and some alternative are so extremely costly that they stand in denial of a necessary budget, and this cannot be obfuscated by cancelling our public hearing concerning the DEIS for Memorial Blvd/126.

For example, TDOT studies pronounce that traffic will increase between Old Stage Road and Cooks Valley Road, when in reality it has decreased over the past 12 years. What will be the cost of a 2 lane improvement in this area. Really. We have heard, even from the TN Transportation committee, figures like 120 million dollars, for eight miles of a single road. How does TDOT justify the taxpayer burden for a grass median in a 4 lane? Can we graze our horses in this usufruct, or maybe having the maintenance mowing crew in this median will slow traffic down on 126? Why not instead a speed camera robots? They seem to grow overnight. Why not put one somewhere cost effective? The DEIS contains no accurate visual depiction of "Before " and "After". Nor does it reflect the transition to rural land use , just east of Old Stage Road. All the proposed blasting and retaining walls is really a desire to build a bigger highway, and a very spendthrift one indeed, when what needs to occur is to get drivers to simply slow down and pay attention. The disruption of the scheduled public input into the DEIS review mocks any consideration of public, taxpayer input into this process. We have a right of TDOT's accountability before we write this huge checks.

The favor of your reply is requested.

Cathy Dunn

*Cathy Dunn*  
2356 Woodridge Ave  
Kingsport TN 37664

RECEIVED

MAY 30 2012

CONSTITUENT SERVICES



**From:** [wrenlywren007@aol.com](mailto:wrenlywren007@aol.com)  
**To:** [TDOT Comments](#)  
**Subject:** To Commissioner Schroer HWY 126 TDOT proposals, DEIS  
**Date:** Thursday, May 24, 2012 5:34:34 PM

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My residence is adjacent to Memorial Blvd. (HWY 126) in Sullivan County, about to impacted by construction proposals by TDOT. The construction proposals for this road are confusing and some alternative are so extremely costly that they stand in denial of a necessary budget, and this cannot be obfuscated by cancelling our public hearing concerning the DEIS for Memorial Blvd/126.

For example, TDOT studies pronounce that traffic will increase between Old Stage Road and Cooks Valley Road, when in reality it has decreased over the past 12 years. What will be the cost of a 2 lane improvement in this area. Really. We have heard, even from the TN Transportation committee, figures like 120 million dollars, for eight miles of a single road. How does TDOT justify the taxpayer burden for a grass median in a 4 lane? Can we graze our horses in this usufruct, or maybe having the maintenance mowing crew in this median will slow traffic down on 126? Why not instead a speed camera robots? They seem to grow overnight. Why not put one somewhere cost effective? The DEIS contains no accurate visual depiction of "Before " and "After". Nor does it reflect the transition to rural land use , just east of Old Stage Road. All the proposed blasting and retaining walls is really a desire to build a bigger highway, and a very spendthrift one indeed, when what needs to occur is to get drivers to simply slow down and pay attention. The disruption of the scheduled public input into the DEIS review mocks any consideration of public, taxpayer input into this process. We have a right of TDOT's accountability before we write this huge checks.

The favor of your reply is requested.

Cathy Dunn

**From:** [wrenlywren007@aol.com](mailto:wrenlywren007@aol.com)  
**To:** [TDOT Comments](#)  
**Subject:** SR 126 DEIS hearing postponement, and citizen questions  
**Date:** Thursday, May 24, 2012 12:09:14 AM

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Dear Commissioner Schoerer:

I am a taxpayer living on a road adjacent to HWY 126 in Sullivan County , on which there have been some contractor proposals, under the TDOT umbrella that involve gross over spending (which many other Tennessee roads cry out for repair).

-Why does TDOT show projected traffic growth between Old Stage and Cooks Valley when it has been in steady decline for the last 12 years? What would be the cost of a two lane road improvement between Cooks Valley and Old Stage Road? How does TDOT justify the tax payer burden of a 4 lane center grass median, if we cannot use it a usufruct for our horses. The transition to rural occurs just east of Old stage road, and is not represented in the two to four lane transition. The DEIS itself has no before and after visuals, which is germane to any permanent plan.

The contractor proposals of blasting, erecting retaining walls, all seem exorbitant to correct this road. Why not a few intersections with speed cameras? A We need a hearing and a referendum

Sincerely,

Cathy Dunn



**From:** [wrenlywren007@aol.com](mailto:wrenlywren007@aol.com)  
**To:** [TDOT Comments](#)  
**Subject:** SR 126(improvements)  
**Date:** Tuesday, May 22, 2012 10:58:14 PM

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Hello:

As a taxpayer, recently told that our right to A DEIS hearing of the above project has **been indefinitely postponed**, let me say to you that this site map is ridiculous in that there is no SCALE representation of the mileage of 120 million dollars overhaul to be funded by us NON Participating taxpayers.

Could you be less obsequious and provide a to scale map, since we can't have a public DEIS hearing? (That is before the germaine time for Transportation board member Tony Shipley to run again???)

Copy to:

File

Governor Haslam

405 Wine Circle  
Blountville, TN 37617

May 9, 2012

TDOT Commissioner John Schroer  
James K. Polk Building, Suite 700  
505 Deaderick St.  
Nashville, TN 37243

TN Dept. of Transportation  
Commissioner's Office  
**RECEIVED**

MAY 17 2012

Dear Commissioner Schroer:

I appreciate your letter of April 23, which implies TDOT's respect and protection for my Yancey's Tavern National Register Site. However, my friend Tim McCoy received the following from SR 126 Project Manager Gary King: "SR 126 runs between the Yancey's Tavern historical property and the East Lawn Cemetery. The context sensitive concept was to minimize impact to both these properties as much as possible. Any new option will stick to that concept. Any encroachment onto registered historic property involves meeting legal requirements and usually is a lengthy process. Both build alternatives in the Draft Environmental Impact Statement avoids the historic property. From what we heard at the MPO meeting it was obvious that the resulting impacts to the cemetery were unacceptable to the community. This is a unique situation and TDOT has to work with the State and Federal authorities to determine what options are possible to pursue that encroach on the historic property and then how we can legally proceed with those options,"

My attorney friends tell me TDOT can hardly expect to get a court order to invade a National Register Site for its unjustifiable-over-build options while it ignores the build option that has no adverse impact on Yancey's Tavern and minimal (if any) impact on the cemetery. This option is the IMPROVED TWO LANE—paved shoulders with rumble strips, improved curves and sight distances. It appears this option would fit between the National Register property and the graves in the cemetery. The build options in the DEIS have SR 126 blast east of Old Stage Road into a divided four-lane for the section with the lowest traffic count (below 8000 cars per day). What is the justification for that massive expense and destruction of the historically significant Chestnut Ridge? What is the cost of the Improved Two Lane east of Old stage Road to Cooks Valley Road where the cemetery ends? How many homes and businesses are lost to this option and how many graves, if any, are displaced? This option would have no adverse impact on the National Register Site, as required by Federal Law.

**RECEIVED**

MAY 17 2012

CONSTITUENT SERVICES

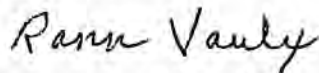
#36637  
related to  
#36126 +  
#36212



Cost effectiveness should be a major priority in the present political/economic climate. Spending a tenth of a billion dollars to hatch a superhighway out of a road carrying less than 8000 cars per day could be fodder for the Tea Party's next "bridge-to-nowhere" boondoggle.

As stated previously, the recent fatality and her Feathers family are long time friends of mine and I certainly want to see a safer SR 126 achieved by the most cost effective and context sensitive solution. Hopefully TDOT will discover that with its evaluation of the Improved Two Lane option.

Sincerely,

A handwritten signature in cursive script that reads "Rann Vaultx".

Rann Vaultx, Owner Yancey's Tavern

Cc: Hon. Bill Haslam, Governor of Tennessee

Mr. Patrick McIntyre, TN-SHPO

Mr. LaShavio Johnson, Advisory Council on Historic Preservation

Ms. Ellen Sims, Regent, Long Island Chapter DAR

Ms. Cherel Henderson, Director, East Tennessee Historical Society

Mr. J. H. Osborne, Kingsport Times-News

Mr. John Scott, President, Netherland/Exchange Place Association

Mr. Bob Notestine, President, APTA (Association for the Preservation of Tennessee Antiquities)

**From:** Deborah Holman  
**To:** Gary King  
**Subject:** SR-126 (Memorial Boulevard), Sullivan County  
**Date:** Tuesday, May 08, 2012 10:42:37 PM  
**Attachments:** Comments SR-126.docx

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Since the public meeting that was scheduled for March 22, 2012 for this project has not been reschedule yet, I am afraid that I might miss the announcement and not be able to attend a future meeting nor be able to provide my comments concerning this project. I have identified my concerns in the attached document for your consideration.

If you will recall, I expressed these concerns to you in a telephone conversation on April 11, 2012.

Erwin D. Holman P.E.  
180 Graveltop Road  
Blountville, TN 37617  
423-341-4450



Comments concerning SR-126 (Memorial Boulevard) from East Center Street in the City  
of Kingsport to I-81, Sullivan County

A public meeting on this project was scheduled for March 22, 2012, but was cancelled and per the TDOT website has not been rescheduled yet. The following comments are respectfully being submitted for your consideration just in case I am not able to attend the public meeting when it is rescheduled.

I have several concerns about closure of one end of Graveltop Road as part of this project. I live on Graveltop Road and also own a parcel of property that adjoins SR-126. All the concerns below have a negative impact on the residence of Graveltop Road and its adjoining streets.

The TDOT project webpage lists several items as needs for the project, one being **“Improved access for school busses is needed.”** Closing one end of Graveltop Road means that busses must make a trip along the road and then double back to exit Graveltop Road. This will mean more bus traffic for the narrow road and double the bus for that street from two busses twice a day to two busses four times a day. Thus increasing the time that students have in riding the bus as well as increases gas cost to the Sullivan County school system and every county taxpayer.

**“Improved mail delivery is needed.”** By closing the east end of Graveltop Road the mail delivery in our area and anywhere after Graveltop Road will take longer as the mail carrier now enters Graveltop from the east entrance and exits the west entrance. Under the proposed layout the mail carrier will have to go past all the houses on Graveltop and turn at the cul-de-sac before delivering any mail on this road.

**“Improved response time for emergency equipment is needed.”** Emergency equipment responding to the residents in the Graveltop Road area comes from the Blountville direction. Once the closest access to Blountville is closed, response time will increase for residence along Graveltop and its adjoining streets.

**“The geometry of the roadway needs to be improved.”** Changing the alignment and grade for the section of SR-126 between the access points for Graveltop Road will be an improvement especially during the winter months. Vehicles are consistently sliding into the ditch and hillside during snow and icy conditions under the current alignment and grade. When this occurs a quick and easy detour is through Graveltop Road. By closing one end of Graveltop, this detour will no longer be available for normal traffic and emergency equipment. This could be a problem if the improved geometry is not enough to prevent icy slide-offs.

I support most of the proposed changes to SR-126 with the exception of the closure of one end of Graveltop Road. The closure will negatively impact the residents in the Graveltop Road area and should be addressed in the Final Environmental Impact as not meeting the needs of this project.

Erwin D. Holman 180 Graveltop Road, Blountville, TN





Segment 2    Shown: 11' travel lanes x 4 = 44'  
                   12' twtl                = 12  
                   4' shoulders x 2    = 8  
                   Total                    64'

Not shown: Curb & gutter, sidewalk x 2 = ?

**Actual total footprint: ?**

Segment 3A    Shown: 11' travel lanes x 4 = 44'  
                   12' raised median = 12  
                   4' shoulders x 2    = 8  
                   Total                    64'

Not shown: Dist. from inside lane to median x 2 = ?  
                   Curb & gutter, sidewalk x 2                = ?

**Actual total footprint: ?**

Segment 3B    Shown: 11' travel lanes x 4 = 44'  
                   12' raised median = 12  
                   8' shoulders x 2    = 16  
                   Total                    72'

Not shown: Dist. from inside lane to median = ?  
                   Ditch x 2                                        = ?

**Actual total footprint: ?**

Segment 4    Shown: 11' travel lanes x 2 = 22'  
                   12' twtl                    12  
                   6' shoulders x 2    = 12  
                   Total                    44'

Not shown: Curb & gutter, sidewalk x 2 = ?

**Actual total footprint: ?**

Segment 5    Shown: 12' travel lanes x 2 = 24'  
                   10' shoulders x 2    = 20  
                   Total                    44'

Not shown: Ditch x 2                = ?

**Actual total footprint: ?**

Segment 6 Shown: 12' travel lanes x 4 = 48'  
12' raised median = 12  
12' shoulders x 2 = 24  
Total 84'

Not shown: Dist. from inside lane to median = ?  
Ditch x 2 = ?

**Actual total footprint ?**

#### **Alternative B**

Segment 3B Shown: 11' travel lanes x 4 = 44'  
12' raised median = 12  
8' shoulders x 2 = 16  
Total 72'

Not shown: Dist. from inside lane to median = ?  
Ditches x 2 = ?

**Actual total footprint: ?**

Segment 4 Shown: 11' travel lanes x 2 = 22'  
12' twtl = 12  
6' shoulders x 2 = 12  
Total 46'

Not shown: Curb & gutter, sidewalk x 2 = ?

**Actual total footprint: ?**

Without being given the full size of the road cross-section (making it appear smaller than it really is), I feel the public is being disregarded. **In addition to replying to me, could you please post the information in the Kingsport Times News?**

Can you also explain why shoulder width varies from 4 to 10 feet? If 4 feet is acceptable in some segments, why not all of them? And why are travel lanes 12 feet wide in Segment 5? By making careful adjustments, you could spare many residents the pain of relocation or having the road at their front door and still have a safe road.

In the interest of providing the public with more of the information we need, I thank you very much for your time and response.



Sincerely,

Mrs. Vance Ramsey  
5614 Hwy.126  
Blountville, TN 37617

P. S.

I also think the Before & After pictures are mis-labeled and very unrealistic, not giving the public the true picture of what the finished road would look like. All one has to do is look at the tree cutting and earth moving on SR 75 and SR 36 to see that our community will lose its beauty and change forever. Can TODT not furnish realistic and accurate pictures? Your pictures may say "Typical Section," but they are really not.

---

**From:** Tim McCoy <mccoy1958@charter.net>  
**Sent:** Thursday, May 03, 2012 6:47 PM  
**To:** Gary King  
**Subject:** RE: SR 126 Community Meeting

Thank you for the information. But there also seems to be third option that is available on the section of road from Old Stage to Cooks Valley which should reduce the impact on both Yancey's Tavern and the cemetery and that would be to reduce the footprint of the road through that stretch from the 4 lane divided with shoulders to an improved 2 lane with shoulders. The current plan I think even shows sidewalks through this stretch.

Thanks again.

Tim McCoy

---

**From:** Gary King [<mailto:Gary.King@tn.gov>]  
**Sent:** Thursday, May 03, 2012 9:36 AM  
**To:** 'Tim McCoy'  
**Cc:** JonnaLeigh Stack  
**Subject:** RE: SR 126 Community Meeting

Mr. McCoy,

SR-126 runs between the Yancey's Tavern historical property and the East Lawn Cemetery. The context sensitive concept was to minimize impact to both these properties as much as possible. Any new option will stick to that concept.

Any encroachment onto registered historic property involves meeting legal requirements and usually is a lengthy process. Both build alternatives in the Draft Environmental Impact Statement avoids the historic property. From what we heard at the MPO meeting it was obvious that the resulting impacts to the cemetery were unacceptable to the community. This is a unique situation and TDOT has to work with the State and Federal authorities to determine what options are possible to pursue that encroach on the historic property and then how we can legally proceed with those options.

At this time we don't know when we will have enough information to share with the community and when we will be able to hold our next public meeting.

Thanks,  
GK

**Gary D. King**  
Project Manager  
TDOT, Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243-0341  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

---

**From:** Tim McCoy [<mailto:mccoy1958@charter.net>]  
**Sent:** Saturday, April 28, 2012 8:57 AM  
**To:** Gary King  
**Subject:** SR 126 Community Meeting



Mr. King,

Can you give me an update on the rescheduled community meeting? Also, I have heard that during the meeting that the commissioner stated that TDOT was looking at other options for the road. Are there options being considered? What options are being considered and will they be consistent with the context sensitive design concepts? Are the other options a result of the complaints about the moving of the graves and/or the resulting homes that will be lost without adequate sources for replacement homes?

Thank you for your time.

Tim McCoy

#36898  
"6"

Governor William Haslam  
600 Charlotte Ave.  
Nashville, TN 37243

TDOT  
R

MAY 3 2012

Governor Haslam,

My letter is in regard to TDOT's project for Sullivan County for state highway 126 (SR126). Please refer to TDOT's Draft Environmental Impact Statement (DEIS) for SR126 on its website at the following link:  
<http://www.tdot.state.tn.us/sr126/involvement.shtml>.

The SR 126 Project was selected to be the first Context Sensitive Solutions (CSS) project in Tennessee. TDOT should be commended for instituting this innovative approach; however, success should be judged on the extent that the final product is truly context sensitive!

The city of Kingsport (COK) has for many years sought to widen SR126, and there are deficiencies that TDOT is addressing in the alternatives described in the DEIS. My concern is for the portion of the road after leaving the city and entering the rural area, the portion of the project between Old Stage Road and Cooks Valley Road in alternative A and Old Stage Road to Lemay Drive in alternative B. Neither alternative seems to be justifiable from a cost vs. benefits comparison and in the devastation that the construction footprint will leave.

The construction of a four-lane section from Old Stage Road to Cooks Valley Road (Alt. A); or even to Lemay Drive (Alt. B), introduces numerous impacts (see list below) in an area of the road where traffic counts are down significantly and forecast to continue to decline. TDOT's own traffic counts show this area of the project to have the lowest traffic for the entire project.

Impacts to the community:

- environmental and scenic desecration of Chestnut Ridge
- unnecessary taking of additional homes and businesses
- unnecessary relocation of numerous graves in East Lawn cemetery
- desecration of Yancey's Tavern property (listed on the National Register of Historic Places)

This at extraordinary construction and property acquisition costs of tens of millions of dollars for a public benefit that TDOT has failed to articulate. Someone needs to justify those costs to the community and the tax-paying public beyond saying, "That's what the Community Resource Team recommended."

At a time when leadership at the national level is in total collapse, I find it refreshing that your stated management plan is fiscal responsibility and promoting state government live within its means. Please ask Commissioner Schroer if TDOT might find a more flexible alternative to address the impacts to the community and to mitigate the spending of \$120,000,000 of scarce highway funds.

Sincerely,

CW Smith Jr.

5/1/2012

Carl W. Smith, Jr.  
5971 Hwy 126  
Blountville, TN 37617

804 Rock City Road  
Kingsport, TN 37664

April 26, 2012

Commissioner John Schroer  
Tennessee Department of Transportation  
James K. Polk Building  
505 Deaderick Street, Suite 700  
Nashville, TN 37243

Subject: SR 126 (Memorial Boulevard) Corridor Improvement Project DEIS:  
Context Sensitive Solutions Process

Dear Commissioner Schroer:

I am writing to express my appreciation for SR 126 Project Leader Gary King's April 11, 2012, response to my earlier letter and to your statement of intent at the recent Kingsport MPO meeting to deliver the least impact to the community as possible in the SR 126 Corridor Improvement Project. I am directing my comments and questions directly to you out of concern for adherence to the CSS process.

### **CSS Process**

Mr. King states in his April 11, 2012, email that

"The department is exploring different possibilities to the issues raised at the MPO meeting especially the section of the roadway that runs between Yancey's Tavern and East Lawn Cemetery."

He further states,

"TDOT will work closely with the MPO and other locally elected officials to move forward with the project that best meets the community's needs, while encouraging citizens of the community to assist local officials in forming a consensus around a project that the officials can support and will help TDOT bring to completion."

That work has already been accomplished as a part of the CSS process. The MPO, state, city and county elected officials, city and county staff, and citizen representatives participated in this process from our appointment to the Community Resource Team (CRT) in October 2003 until completion of the *Memorial Boulevard State Route 126 Community Resource Team Recommendation*. June 22, 2005. The original members of the CRT, TDOT staff, and the project consultants took a full day CSS training course led by the Kentucky Transportation Cabinet to understand CSS principles and design flexibility. This team met thirteen times over a 17-month period to conduct intensive work in every aspect of project's Purpose & Need, from examining existing roadway deficiencies, crash & fatality rates, traffic & growth projections, level of service analysis, design speed issues, and access needs all the way to determining the



community's treasured values—environmental, scenic, aesthetic, historic, and natural resource attributes--the very core of CSS protection principles that set it apart from the traditional “straighter, wider, faster” road building approach. We participated in a design charrette and three Public Involvement Sessions, ultimately providing TDOT with a consensus Concept Recommendation and Minority Reports (which we were assured were within the scope of the team report). I think all who participated would agree that this was as intensive a team working endeavor as one finds in civic life. That was Step One in the process—developing the Concept, which TDOT accepted. We have now moved into the Design phase, and several questions arise:

- 1) Is TDOT now considering options that were not developed and presented by the Community Resource Team?
- 2) If so, how did the CSS process get off track? Who is involved in the discussion of new options? The public has never been informed as to the actual facts that precipitated the deviation from the CSS process which calls for total transparency, stipulating that the public is to be informed every step of the way.
- 3) Why is it now necessary to take new options to the MPO and elected officials, most of whom have no familiarity with the complex issues at hand or CSS principles, to obtain their consensus, when the CRT put in hundreds of hours to obtain consensus and develop informed alternatives? CSS clearly defines the decision making process. Taking new alternatives to the MPO and current elected officials for their decision is not a public involvement process, nor at this stage part of the CSS process.

### **Significance of CSS**

Kingsport and Sullivan County are very proud that the SR 126 Corridor Improvement Project was chosen as the first CSS project in the state. It has all the elements that make it a perfect fit for this methodology. It combines the city and county jurisdictions, urban and rural environments, close-knit neighborhood residential and small business communities, natural beauty, and historical resources of national and regional significance. While the CSS process is referenced in Section 1.3 Project Background and Status in the Draft Environmental Impact Statement (DEIS), we find no reference to it in the Purpose & Need Summary, 1.8, which merely talks about traffic linkages and safety deficiencies. CSS originated in the Federal Highway Administration as “Thinking Beyond the Pavement.” As a FHWA initiative, it puts project needs and community values on a level playing field.

[http://www.fhwa.dot.gov/context/css\\_primer/whatis.htm](http://www.fhwa.dot.gov/context/css_primer/whatis.htm) And, importantly, CSS involves effective and efficient use of resources, an issue the public is now questioning in the segment immediately east of Old Stage Road where environmental, aesthetic, residential, and historic aspects are facing huge impacts for questionable benefits, and at a very high price.

### **In Summary**

At the three initial public hearings when the CRT was working, the public responded to concepts put before them. However, when the DEIS was posted on the TDOT web page, and the newspaper listed impacts from the two Build alternatives, there was swift public reaction.

Characterized by some as a "doom and gloom" article, it was a list of facts taken directly from the DEIS and a reality check for the public, a public entitled to those reality checks before it responds to alternatives.

Within the CSS process, alternatives may be amended. However, if amendments or new alternatives are being considered, they require a full vetting by the citizen base prior to a NEPA Public Hearing. We in the community request that you delay the DEIS Public Hearing until these have been presented, with associated costs and impacts provided. This is state highway project funded by federal and state dollars, guided by the CSS and NEPA processes, and not a matter to be decided by the MPO or sitting elected officials.

Thank you very much for your time and consideration of these points. I look forward to your timely response.

Respectfully yours,

Judy Murray

Citizen Representative  
SR 126 Community Resource Team  
Kingsport, TN

1 and it would devastate the ridge. And one question I  
2 do have concerning sidewalks, does the grade of the  
3 sidewalks have to be ADA compliant in a project like  
4 this?

5 MR. OZMENT: Yes.

6 MR. GATTI: Because when -- once you cross  
7 the ridge and head down, I'm not exactly sure what  
8 that grade is, and in that proposed alternative  
9 modified you do list sidewalks, and a major portion  
10 -- I can't remember if it goes past Cooks Valley, but  
11 I question whether you're going to be able to meet  
12 that ADA grade compliance with your sidewalk there.  
13 While it would be nice to have it, I just don't know  
14 if you're going to be able to do it, and if you're  
15 not able to do it, that would even decrease your  
16 footprint and your devastation even more, you know,  
17 if you do end up going with the three lane. Thanks.

18 MR. OZMENT: Thank you very much. That was  
19 exactly three minutes. Did you have a stopwatch when  
20 you did that? That was great. Thank you. Next,  
21 come ahead, please.

22 MS. MURRAY: Like Ms. Sims, I'm height  
23 challenged as well. My name is Judy Murray, and I  
24 live on Rock City Road, 804 Rock City Road in  
25 Kingsport. And I was one of the members of the



1 Community Resource Team, which was started back in  
2 2003, and it's also been referred to as the CSS Team.  
3 And for the benefit of folks who might not know, CSS  
4 means Contact Sensitive Solutions. It's a relatively  
5 new approach to road building. Well, it's been  
6 around for a few decades, but it is one that honors  
7 the community as well as the motorists. It values  
8 both, and it was originally called Thinking Beyond  
9 the Pavement. And our team convened, the team of  
10 Kingsport officials, elected officials,  
11 professionals, Sullivan County, citizen  
12 representatives. I think that we had an incredible  
13 list of team members. We worked very hard for two  
14 and a half years. We had training and team  
15 development and CSS training, and we had 13 meetings.  
16 There were three public meetings. I'm not going to  
17 say it was easy. We worked very hard. We knocked  
18 heads, but I believe, you know, we came up with a  
19 consensus, and there were minority reports as well.  
20 Maybe everybody had a little bit of heartburn, but it  
21 felt good to wrap that concept up and turn it over to  
22 you.

23 Now I've been representing citizens. I've  
24 had many of them contact me, starting with the public  
25 meetings, and I think it'll come to no surprise to

1       you, but there's a lot of resignation over there,  
2       that I hear over and over, "They're going to do what  
3       they want to anyway. What difference does it make  
4       what I say?" Well, I'm a cheerleader, and I say, you  
5       know, "This is America. You have a right to speak.  
6       You have a responsibility to speak." And so I  
7       continue to encourage my fellow citizens to do that.  
8       And I do want to mention for those here that we did  
9       identify values to the community such as the graves  
10      in the cemetery and Yancey's Tavern and just the  
11      history of the area. There are several old  
12      residences on there. There are mom and pop  
13      businesses, and we wanted a road that was going to be  
14      safe and not destroy the community.

15               So I have not had the opportunity to look  
16      in depth at your new modification for Alternative B,  
17      but it looks to me very much like TDOT does listen,  
18      especially on this process. I can't speak for other  
19      roads, but I think that the spirit of CSS is being  
20      honored here, and I look forward to continuing to  
21      work. I don't think it's the end. The community on  
22      a CSS project is to be involved from start to finish,  
23      and so you'll probably be hearing more from me. But  
24      I thank you, and I thank Commissioner Schroer.  
25      Please convey my thanks to him.

1 MR. OZMENT: All right. Thank you very  
2 much. I'm going to take just a minute to try to  
3 address that question. We hear that a lot at public  
4 hearings, that we're just going to do what we want  
5 and that the public is -- you know, your voice is not  
6 important and will just be ignored. And I've been  
7 the Director or the Acting Director for the  
8 Environmental Division for just six months, but from  
9 what I've been told every day by my boss, Mr.  
10 Omishakin, and his boss, Commissioner Schroer, is  
11 that we will listen. I mean he has been here on  
12 multiple occasions. He's talking. You know, one  
13 things that folks forgot to say was 126 is on my  
14 standing weekly meeting to talk to him about as well.  
15 So it's also on my desk every week to say, "What's  
16 going on here?" So we are listening, and maybe we  
17 talk about the old TDOT, but today's TDOT I don't  
18 believe is that way. I mean sometimes, as I said,  
19 it's a balancing act, and we have to make hard  
20 decisions, which, you know, they're inevitable to be  
21 made, but hopefully that won't be because we didn't  
22 listen and try to weigh those things out. So I just  
23 wanted to try to insert that into the conversation.  
24 Go ahead, Mark.

25 MR. NAGI: Wendy.



1 certainly an improvement that has long been needed,  
2 which you have addressed. All of the business about  
3 multi lanes could easily be overbuilding based on the  
4 gentleman's traffic projections, and you do the best  
5 you can with what forecasts you have. But as far as  
6 Yancey's Tavern, it may surprise you to learn that  
7 you can buy and demolish a national registered site.  
8 You just can't do it with federal funds. The  
9 national registered sites really have very little  
10 protection. In a federally funded project, you're  
11 really not supposed to adversely impact. And you've  
12 done at least what you could to minimize the impact  
13 of this, and I applaud that you're not going to move  
14 any graves. That was appalling. But, again, I beg  
15 that you don't overbuild the road based on dreams of  
16 development and false projections. I think you've  
17 done a great job, and I certainly favor the Modified  
18 B. Thank you ever so much.

19 MR. OZMENT: Thank you, Sir.

20 MR. NAGI: Judy Murray.

21 MS. MURRAY: I think my points have been  
22 covered.

23 MR. NAGI: Thank you, Ma'am. Are there any  
24 elected public officials that would like to speak  
25 now? All right.

**From:** [Roanwoman@aol.com](mailto:Roanwoman@aol.com)  
**To:** [Gary King](#); [John Schroer](#)  
**Cc:** [JonnaLeigh Stack](#); [roanwoman@aol.com](mailto:roanwoman@aol.com)  
**Subject:** Re: SR 126 Alternative to avoid adverse impacts to Yancey's Tavern & East Law...  
**Date:** Thursday, April 26, 2012 12:19:36 PM  
**Attachments:** [April 25, 2012 Letter to TDOT.docx](#)

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Hello Mr. King,

I appreciate your response indicating the department is currently seeking solutions to resolve issues that precipitated a cancellation of the Public Hearing.

My concerns expressed in the attached letter go to the CSS process itself, and so I have addressed the letter directly to Commissioner Schroer.

Again, many thanks to you and the agency for your desire to find creative and workable solutions to the issues at hand.

My best,

Judy Murray

In a message dated 4/11/2012 11:41:10 A.M. Eastern Daylight Time, [Gary.King@tn.gov](mailto:Gary.King@tn.gov) writes:

Ms. Murray,

Thanks you for your continued interest in the project and your attached email with attachments that you sent this past weekend. I want you to know that persons throughout TDOT are aware of your concerns including the commissioner. The department is exploring different possibilities to the issues raised at the MPO meeting especially the section of the roadway that runs between Yancey's Tavern and East lawn Cemetery.

As Commissioner Schroer expressed at the meeting, TDOT will work closely with the MPO and other locally elected officials to move forward with a project that best meets the community's needs. TDOT is currently investigating many solutions that will accomplish that objective. At the same time, TDOT encourages the citizens of the community to assist their local officials in forming a consensus around a project that the officials can support and will help TDOT bring to completion.

Hopefully the Department will have more information to release on the project shortly. Please feel free to contact me as the project moves forward. I hope you have a good Easter Holiday too.

Thanks,

GK

804 Rock City Road  
Kingsport, TN 37664

April 13, 2012

Commissioner John Schroer  
Tennessee Department of Transportation  
James K. Polk Building  
505 Deaderick Street, Suite 700  
Nashville, TN 37243

Subject: SR 126 (Memorial Boulevard) Corridor Improvement Project:  
A Feasible & Prudent Alternative in Avoiding or Minimizing Adverse Impacts to  
Yancey's Tavern and East Lawn Memorial Park

Dear Commissioner Schroer:

I am writing to you as a citizen representative on the SR 126 Community Resource Team (CRT) and as a concerned citizen myself. I attended the March 22, 2012, Kingsport MPO meeting which you and your staff held for the benefit of MPO members and the community. We were gratified to hear that TDOT is looking at every option available to arrive at the one that will result in the least impact possible, especially in the area of East Lawn Cemetery and Yancey's Tavern.

I would like to submit an option that you may well be considering, that expressed in the "Minority Report for Section 3 East Of State Route 126 in Sullivan County," which accompanied the CRT report and recommendations submitted to TDOT on June 22, 2005. [http://www.tdot.state.tn.us/sr126/project\\_library/TeamRecommendation.pdf](http://www.tdot.state.tn.us/sr126/project_library/TeamRecommendation.pdf), pp. 9-10. Section 3 East is between Old Stage Road and Cooks Valley Road.

On p. 32 of the Draft Environmental Impact Statement (DEIS) it states, "Proposed Alternative B of this document was developed to address the minority objection statement to minimize impacts to Yancey's Tavern and the East Lawn Memorial Gardens, which are located on opposite sides of SR 126 (Memorial Boulevard) near Cooks Valley Road." On p. 82, the DEIS further states, "While Alternative B reduces the impacts associated with Alternative A, the number of residential, business, and gravesite relocations are still considerable." Unfortunately, Alternative B does not go far enough to avoid or even minimize the adverse effects on Yancey's Tavern or impacts to East Lawn cemetery. The option presented in the Minority Report for Section 3 East referenced above is a feasible and prudent alternative that does indeed avoid or minimize those impacts, while fulfilling the agreed-upon requirements of the project.

The Minority Report's Statement of Purpose: *"We find ourselves in fundamental disagreement to the exhumation of human remains or the destruction of an historical treasure (Yancey's*



*Tavern property) while a viable alternative is available that fulfills the agreed upon requirements for the project. Further, with respect to the preservation of Chestnut Ridge, we are also unable to accept a solution or concept that is more destructive with respect to the original contours and appearance of the ridge than is required, while a viable alternative exists that, again fulfills the agreed upon requirements for the project."*

Please see the Minority Report itself for Section 3 East (between Old Stage Road and Cooks Valley Road) for specifics on: Safety, Community Impacts, Cost Justification, Public Response, and Mobility. The drafters and signers were then-State Representative Nathan Vaughn, then-Sullivan County Commissioner, District 6, Larry Hall, Citizen Representative Dan Cheek, and myself.

The recommendation is based on Concept A of the original CRT Report, a well-designed two-lane road with safety features built in. In brief, again between Old Stage Road and Cooks Valley Road:

- 2 travel lanes
- Median: Centerline rumble strip only
- Shoulders: 8 ft. stabilized (6 ft. paved)
- Corrected horizontal & vertical curves
- Closure of some intersecting roads
- Added designated turn lane at Lemay Drive

In comparing Alternative B to the option recommended in the above Minority Report between Old Stage Road and Cooks Valley Road, given that:

- the Kingsport City Limit ends at Old Stage Road
- the traffic drops off 2500 ADT immediately east of Old Stage Road
- traffic between Old Stage Road and Cooks Valley Road has been below 8000 ADT for the last five years (6786 in 2011), continuing to show steep decline (see Growth Curve for Station 167, just east of Old Stage Road near Ethel Drive, attached)
- Alternative B requires the displacement of 90 graves in East lawn Cemetery
- Alternative B requires the displacement of 162 homes
- Alternative B requires the displacement of 30 businesses
- Alternative B has an adverse visual impact to Yancey's Tavern
- Alternative B will result in stark visual and environmental impacts to Chestnut Ridge, destroying Context Sensitivity in that area
- Alternative B will come at great construction and grave and property replacement costs,

while the Minority Report recommendation will

- require few to no grave displacements
- require far fewer home and business replacements
- produce only minimal visual impacts, if any, to Yancey's Tavern
- afford far greater visual and environmental protection to Chestnut Ridge

p. 3

- dramatically reduce construction and home and business relocation costs by tens of millions of dollars

Those who submitted the Minority Report and many community residents fail to see what is gained by four-laning the road beyond Old Stage Road. In fact, much will be lost, not only to the community, but also to state and federal taxpayers who find no benefit to show for this enormous expenditure. Safety is the highest priority given by the community and TDOT for this improvement project, to be sure. However, one need only look at Kingsport's record of traffic fatalities for the last several years to find that, far and away, the bulk of them occurred on four-lane roads, many head-on collisions occurring on grass-median divided roads. The interim safety features put in place on SR 126 since 2008—centerline rumble strips, new guard rails, curve signage and brush control--had until last month cut fatalities on the 2-lane section to zero. As the mother of the woman who perished in that crash stated at the MPO meeting, if there had been a shoulder there, her daughter would be alive today. The Minority Report option provides a greatly improved, well-designed roadway with safety features that have reduced fatalities nationwide.

I and my colleagues urge you to give serious consideration to the Minority Report option as the one that provides the minimal impact solution between Old Stage Road and Cooks Valley that you are looking for, while fulfilling the agreed-upon requirements for the project. At a community meeting a few years ago, a citizen asked TDOT's Ed Cole, "Under what circumstance would TDOT over-build a road?" Mr. Cole replied, "Under no circumstance!" We hope that is still the case.

With much appreciation,

Judy Murray

Citizen Representative  
SR 126 Community Resource Team  
Kingsport, TN

cc: Gary King  
E. Patrick McIntyre, Jr.  
Joe Garrison  
Najah Duvall-Gabriel  
Dr. Rann Vaultx  
Nancy Bishop  
Nathan Vaughn  
Larry Hall  
Dan Cheek

**Farmer, John**

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**From:** Diane Somers <dsomers@chartertn.net>  
**Sent:** Thursday, April 12, 2012 1:59 AM  
**To:** Gary King  
**Cc:** Matt Barnes; Paul Degges; Suzanne Herron; JonnaLeigh Stack; Scott C. Black  
**Subject:** RE: Request for TDOT Management to Review SR126 Project and Data

Mr. King,

Thank you for your response and for bringing the listed problems to the attention of current TDOT leadership. I believe that TDOT will find that the local MPO and elected officials are basically on the same page as the majority of citizens as reflected in the community's two votes regarding the future needs of the SR126 community; therefore your comments about TDOT working closely with these people to obtain the best outcome is reassuring. If further explanations or clarifications are needed to enable better understanding regarding the 2004-2005 study period, I will be glad to coordinate with MPO's former CSS team member as I have retained the project's records and will be glad to forward them along with explanations. Thank you again for everyone's attention to this matter.

Sincerely,

Diane Somers  
5309 Foxfire Place  
Kingsport, TN 37664  
(423) 212-0666  
dsomers@chartertn.net

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**From:** Gary King [mailto:Gary.King@tn.gov]  
**Sent:** Tuesday, April 03, 2012 12:13 PM  
**To:** 'Diane Somers'  
**Cc:** Matt Barnes; Paul Degges; Suzanne Herron; JonnaLeigh Stack; Scott C. Black  
**Subject:** RE: Request for TDOT Management to Review SR126 Project and Data

Ms. Somers,

It was good meeting you and your husband at the Kingsport MPO meeting. I want to acknowledge receiving your email with attachments last week. I want you also to know that persons throughout TDOT are aware of your concerns including the commissioner. The department is exploring different possibilities to the issues raised at the MPO meeting.

As Commissioner Schroer expressed at the meeting, TDOT will work closely with the MPO and other locally elected officials to move forward with a project that best meets the community's needs. TDOT is currently investigating solutions that will accomplish that objective. At the same time, TDOT encourages the citizens of the community to assist their local officials in forming a consensus around a project that the officials can support and will help TDOT bring to completion.

Hopefully the Department will have more information to release on the project shortly. Please feel free to contact me as the project moves forward.

Thanks,  
GK



**Gary D. King**  
Project Manager  
TDOT, Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243-0341  
[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

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**From:** Diane Somers [mailto:dsomers@chartertn.net]  
**Sent:** Sunday, March 25, 2012 3:58 PM  
**To:** John Schroer; Gary King; Suzanne Herron; Jonna Leigh Stack  
**Cc:** Governor Bill Haslam; Claude Ramsey; Matt Barnes; Paul Degges; Ron Ramsey; Tony Shipley; Jon Lundberg; Diane Somers  
**Subject:** Request for TDOT Management to Review SR126 Project and Data

Subject: Request for TDOT Management to Review SR126 Project and Data

This email is a follow up on my request made directly to Mr. Gary King, SR126 Project Manager, and Ms. Suzanne Herron, Director of Environmental Division, at the March 22, 2012, Kingsport MPO/TDOT meeting. These individuals were given a letter and CRT records and were requested to have TDOT management and Commissioner Schroer review the information. Of particular concern is the integrity of TDOT's capacity analysis chart used by the CRT.

I am a former member of the CRT who represented the citizen's interest on this project and am quite disturbed about what has happened with the SR126 CSS Project. I am also the team member who brought forward the 4-3-2 concept meant to be an example to aid the public in understanding that concepts could be mixed. This concept was adopted by a majority of CRT members over the public's preferred road, and the capacity analysis chart furnished by TDOT insured that such a road (LOS D - Year 2028), though not great, would be adequate to meet the community's future needs. However, as a daily driver of SR126 and witnessing the heavy increase in traffic over the past years, it became a realization that something was wrong and that the 4-3-2 team recommendation will not adequately meet the community's future mobility needs. This realization led to letters to then Mayor Bill Haslam dated August 7, 2010, and a second letter to Commissioner Schroer dated December 8, 2011. It is requested that these two letters be seriously reviewed again in context with the team records and the DEIS LOS chart showing that two-lane sections are now LOS E/F rather than the CRT's expected LOS D for 2028.

I would also ask (as was done by other citizens at the March 22 meeting) that more appropriate alternatives (LOS D or better) be offered that will better meet the future mobility and safety needs of the community. The collective wisdom of the majority of people who actually drive the road apparently got it right in their two public votes (attachment). There is no doubt that four-lanes is needed west of HarrTown Road and possibly the length of the project. For certain, any transitioning to two-travel lanes on Chestnut Ridge or anywhere in the western and middle sections of the project will result in a safety hazard that is much more severe than the one we have now west of Old Stage Road. My letter to Mr. King with slight changes is below and partial information provided to him is attached.

\*\*\*\*\*

Mr. King:

I appreciate you returning our telephone call on Thursday, March 15. Please understand that I realize you are the 5th project manager on this CSS 126 project and that a substantial disconnect has occurred between the original project team and the present environmental study. Also please understand that some TDOT missteps have become a detriment to the SR126 community. It is our understanding that the DEIS is currently being reviewed. As a citizen representative on the former CRT, **I am requesting that TDOT Management undertake an additional internal review of the following circumstances regarding the handling of this project.**

Per our telephone conversation, the following is a recap of **major failures** that have occurred in the state's first CSS project:

- The 2-travel lane sections in **Alternative A & B do not meet the SR126 CRT's LOS requirement of D or better...**and are therefore considered "**unacceptable**" per the 2004 CRT team standard.
- The Capacity Analysis Chart furnished to the CRT team was inappropriately compromised per special interest input...this incorrect data in turn led to the current "**unacceptable**" **LOS E/F highway now being brought forward by TDOT. (Please carefully evaluate the capacity charts furnished).**

- The Environmental study did not proceed as explained to CRT/community members...therefore a viable option per CRT standards (LOS D+) is not available at this point in time for the Indian Springs Community.
- The DEIS reports that Alternative B was approved by CRT. It was not, neither was it discussed, considered, or recommended in 2005. **Alternative B carries an LOS E, unacceptable per CRT standards.** The alternatives that were to be used were stated in team notes...team notes are posted at the bottom of the Public Vote Summary attachment.

I am attaching the following information for review:

- (1) Team minutes showing the LOS D requirement
- (2) A compiled summary sheet reflecting the compromised LOS ratings for 2-lane sections of highway...(Note: the twice altered 9/28/04 chart was used by CRT to make the team recommendation) The 8/24/04 chart (not shown) was actually accepted by CRT which showed three E's remaining on 2-lane sections. Though being accepted by the CRT, this chart was further altered and reissued on 9/28/04 showing only D's in 2-lane sections. The current DEIS LOS chart and the original 7/06/04 LOS chart both reflect that two-travel lanes are below the CRT standard of D.
- (3) The Public's Vote per two input sessions / Explanation on alternatives to be carried into the Environmental Study

TDOT must recognize that **it is critical that the integrity of TDOT data be maintained if public trust is to be maintained.** The mistake by a few TDOT personnel to allow incorrect altered data to be used has resulted in valuable taxpayer dollars and valuable time being wasted while injuries and fatalities still continue along the SR126 corridor. The CSS process has been undermined with the use of flawed data. The local CRT members and the Indian Springs Community were disenfranchised when incorrect future traffic analysis data was furnished to CRT by TDOT. **An LOS E/F road does not meet the CRT standard nor will it adequately meet the future needs of this growing SR126 community.** Surely, TDOT will not proceed with this mistake.

Though realizing that this project was started under the previous administration, it is never the less up to the present administration to obtain a good result for both itself and the SR126 community. Mr. King, I am requesting for you, as project manager, to bring the above circumstances to the attention of Commissioner Schroer and other TDOT management. **If past mistakes are not recognized, understood and corrected, the same mistakes are likely to reoccur in future CSS projects thus wasting more valuable resources and time.** I will provide addition team documentation and answer questions as needed. It is hoped that the current TDOT leadership will do the right thing by providing a road that reflects the Community Vote Results; is as safe as possible; and also one that will give us the mobility and growing room that we will soon need.

As a courtesy, I would ask that TDOT please advise me regarding the status of the above concerns.

Respectfully,

Diane Somers  
Former CRT Member, SR126 CSS Project  
423-212-0666  
423-306-2550

Nashville and Kingsport agree to leave as stated.

Becky then introduced the next section, Mobility, with discussion of the item "Design Year Level of Service is Satisfied".

Judy read the paragraph she sent in her e-mail that stated "The LOS is currently satisfied by all alternatives. Further, adding shoulders and turn lanes, improving sight distances, intersection and horizontal and vertical curve deficiencies, will in and of themselves improve mobility and LOS. This is a non-issue and could support over-building. Build no more than we need, lest we cause the community undue impacts and the taxpayer undue costs."

The group proceeded into a discussion of the value of reserve capacity, and how well the various alternatives might satisfy LOS. **The group had decided early in the process that the minimum LOS acceptable would be D.** The practice of TDOT to build reserve capacity into a roadway that is not needed was questioned, and it was addressed by answering that if reserve capacity is a result of the chosen alternative then that it is fine. The design life of the project is 20 years, but certainly TDOT would hope the facility functions well after that 20 year period.

Liz explained that each cross-section will have a year in which it will break down and her understanding of the criterion was to examine when each would break down and how they related to each other.

Becky clarified that capacity analysis has not been performed using the alternative layouts. That a general cross-section was looked at in the analysis with the design year volumes.

Nathan stated that that didn't take into account straightening curves and improving site distance so that when those things happen the projected LOS should improve. It was determined that the 2-lane cross section could handle the design year volumes.

Becky explained that it had to be decided whether the minimum LOS D is the goal or the floor expectation.

Barry Ornitz stated that someone from TDOT stated to him at the last public hearing that the LOS would be above LOS D in 25 years without any improvements such that additional capacity is a waste of taxpayer money.

Jeff stated that right sizing the road for the 25 year period needs to be our goal.

There was discussion about the risk of over design or under design, because we don't really know what will happen. Judy stated that 1% growth, which is based upon historic trends, was factored into the traffic projections, so the road will not be under designed.

Diane Somers responded that as a resident she would rather overbuild than under build.

Discussion continued with regard to the unknowns in the situation, and that the design year level of service is not met in all sections for the alternatives. Sections near John B. Dennis Highway do not meet the LOS D minimum.



# For Review: Summary of LOS Data (SR126 Project) (CRT requirement in place: LOS D or better)

March 17, 2012  
Diane Somers  
SR126 CRT Member

## Memorial Boulevard (SR 126) Segment Capacity Analysis (Planning Level)

Road Segment	Existing Cross Section	2003 Volume	2003 LOS*	2025 Volume	2025 LOS*
E. Center Street to Onabank Rd	4-lane undivided	18,080	C	18,080	C
Onabank Rd to SR 93	4-lane undivided	14,480	B	14,480	B
SR 93 to Stratford Dr.	4-lane divided	22,440	C	28,670	E
Stratford Dr. to Harbor Chapel	3-lane undivided**	17,850	E	22,780	F
Harbor Chapel to Old Stage Rd	3-lane undivided**	13,440	C	17,100	E
Old Stage Rd to Cooks Valley Rd	2-lane undivided	12,840	E	18,340	F
Cooks Valley Rd to Island Rd	2-lane undivided	11,380	E	14,500	E
Island Rd to Fall Creek Rd	2-lane undivided	10,440	D	13,280	E
Fall Creek Rd to Shadowtown Rd	2-lane undivided	9,120	C	11,610	E
Shadowtown Rd to Hart Town Rd	2-lane undivided	8,520	C	10,650	D
Hart Town Rd to I-81***	2-lane undivided	8,380	C	10,870	D

\* LOS stands for Level of Service, a measure of the amount of delay and congestion on a roadway. LOS ranges from A to F with A representing free-flow conditions and F representing severe congestion. The LOS standards for this analysis are taken from a table entitled "Daily Service Volumes (ADT) Related to Level of Service" from the Maryland State Highway Administration.

\*\* LOS for the 3-lane section was calculated using 1.5 times the capacity standard for a 2-lane undivided roadway.

\*\*\* This section was calculated with the 2-lane standard since most of it is two lanes in width, only a small portion has four lanes.

## Original TDOT LOS Chart

July 6, 2004  
Source: Becky White email

2-lanes LOS E & F  
UNACCEPTABLE  
to use as viable  
option per CRT  
standard

8/24/04  
Revised Chart # 2: Not shown  
Chart # 2 Accepted by  
CRT 8/20/04...  
Three E's remained on  
2-lane sections...

## Memorial Boulevard (SR 126) Capacity Analysis Results 9/26/2004

### Segment Capacity Analysis for 2-Lane Highway

Road Segment	Existing Cross Section	2008 DMV		2025 DMV	
		Volume	LOS	Volume	LOS*
Stratford Dr. to Harbor Chapel - (Eastbound)	2 lanes eastbound	1,925	C	2,329	C
Stratford Dr. to Harbor Chapel - (Westbound)	1 lane westbound	1,925	E	2,329	E
Harbor Chapel to Briarwood Rd. (Eastbound)	2 lanes eastbound	1,463	C	1,758	C
Harbor Chapel to Briarwood Rd. (Westbound)	1 lane westbound	1,463	D	1,758	E
Briarwood Rd. to Old Stage Road (Eastbound)	2 lanes eastbound	1,258	C	1,522	C
Briarwood Rd. to Old Stage Road (Westbound)	1 lane westbound	1,258	D	1,522	D
Old Stage Rd to Cooks Valley Rd	2-lane undivided	988	D	1,170	D
Cooks Valley Rd to Island Rd	2-lane undivided	1,026	D	1,242	D
Island Rd to Fall Creek Rd	2-lane undivided	1,074	D	1,286	D
Fall Creek Rd to Shadowtown Rd.	2-lane undivided	1,020	D	1,233	D
Shadowtown Rd to Hart Town Rd	2-lane undivided	766	C	926	D
Hart Town Rd to I-81	2-lane undivided	836	D	1,011	D
Hart Town Rd to I-81	4-lane divided	836	A	1,011	A

LOS stands for Level of Service, a measure of the amount of delay and congestion on a roadway. LOS ranges from A to F with A representing free-flow conditions and F representing severe congestion.

## Revision # 5/Chart Used by CRT

September 26, 2004  
Source: Becky White email 9/30/2004

Chart issued  
9/26/04 for use by  
CRT for  
Charette Design...  
All 2-lane sections  
are now LOS D and  
**ACCEPTABLE**  
as viable option per  
CRT standard

SR 126 DEIS  
Sullivan County

TABLE 1.6.3: BUILD ALTERNATIVE A LOS

ID	From		To		Dist.	Cross Section	Speed Limit	2013				2033			
	L.M.	Desc.	L.M.	Dest.				AADT	LOS	Speed	W/C	AADT	LOS	Speed	W/C
1a	3.72	Center St.	4.44	SR 93	0.72	4-Lanes with a Raised Grass Median and 4 Ft. Shoulders	35	18,080	C	31	0.51	20,860	C	31	0.58
1b	4.44	SR 93	4.71	Hawthorne St.	0.27	4-Lanes with a Raised Grass Median and 4 Ft. Shoulders	35	25,670	D	31	0.70	33,540	E	31	0.91
2	4.71	Hawthorne St.	5.18	Harbor Chapel Rd.	0.47	4-Lanes with a TWLTL and 4 Ft. Shoulders	35	19,080	C	33	0.52	24,800	D	33	0.67
3	5.18	Harbor Chapel Rd.	7.66	Cooks Valley Rd.	2.48	4-Lanes with a Raised Grass Median and 4-8 Ft. Shoulders	45	10,430	A	43	0.24	13,560	B	43	0.31
4	7.66	Cooks Valley Rd.	10.11	Hart Town Rd.	2.45	2-Lanes with a TWLTL and 8 Ft. Shoulders	45	10,250	E	36	0.41	20,520	E	26	0.82
5	10.11	Hart Town Rd.	11.90	Caroline Pottery Rd.	1.79	2-Lanes with No Median and 10 Ft. Shoulders	50	12,830	D	41	0.43	21,980	F	31	0.85
6	11.90	Caroline Pottery Rd.	12.12	I-81	0.22	4-Lanes with a Raised Grass Median and 12 Ft. Shoulders	40	10,830	B	43	0.27	21,680	C	43	0.55
Σ = 8.4 Weighted Average =															

## January, 2012 DEIS Draft, Pg 50

All 2-lane sections are  
back to LOS E & F  
and considered as  
**UNACCEPTABLE**  
per CRT standard

**PROBLEM:**  
TDOT'S ALTERNATIVE A & B  
2-TRAVEL LANE SECTIONS FAIL TO  
MEET CRT LOS REQUIREMENT

## TDOT SR-126 CSS Project - Community Vote Results

### TDOT SR-126 Public Vote Results ...October 3-4, 2004

(Segments)		2-lane (%)	3-lane (%)	4-lane (%)	No Build (%)
<b>Section I</b>	1 - Center St- Hawthorn	34	9	55	1.8
	2 - Hawthorn-Harbor Chapel	28	12	61	0
	3 - Harbor Chapel - Cooks Valley	22	21	57	0.06
<b>Section II</b>	4 - Cooks Valley-HarrTown	21	14	64	1.3
<b>Section III</b>	5 - HarrTown-I-81	20	11	65	3.8
<b>Average</b>		25%	13%	60%	1.4%

Source of information - CRT records: Becky White, TDOT Consultant - email attachment 12-01-2004

### TDOT SR-126 Public Vote Results ...May 25-26, 2005

(Segments)		2-lane (%)	3-lane (%)	4-lane (%)	No Build (%)	No Response
<b>Section I</b>	1 West - Center-Orebank	13.2	23.4	51.8	7.5	3.9
	1 East - Orebank-Hawthorn	13.8	20.7	52.4	7.9	4.9
	2 - Hawthorn-HarborChapel	15.8	11.6	59.7	6.9	5.2
	3 West- HarborChapel-OldStage	19.5	16.5	53.1	6.6	4.3
	3 East- OldStage- CooksValley	30.4	19.8	41.6	4.9	2.9
<b>Section II</b>	4 West Cooks Valley-HarrTown	28.7	25.1	36.6	5.6	3.3
<b>Section III</b>	4 East - HarrTown-Cochise	35.9	21.5	33.3	4.9	4.2
	5 - Cochise - I-81	38.9	15.8	34.9	5.3	4.9
<b>Average</b>		25%	19%	46%	6%	4%

Source of information - CRT Records: Elizabeth Smith, TDOT Project Manager - email attachment 06-14-2005

**Regarding the Environmental Study,** TDOT clearly stated on multiple occasions the process to be followed.... that all three (2-lane, 3-lane- 4-lane) Concepts, (A, B & C) which were presented to the public would be taken through the Environmental Study for the length of the project

*Reference: 12/8/04 Becky White email states that none of the alternatives will be finalized until after the environmental document is completed. The Advance Planning Report (our work product for the planning phase) will present all three concepts. We may recommend one concept as the preferred plan but all three will be documented*

*Reference: 02/24/05- Meeting minutes, page 13: This is not a process that will lead to a single alternative that is handed over to TDOT to "build this road for us". It's about providing choices for TDOT to consider*

**Gary D. King**

Project Manager  
TDOT, Project Management Division  
Suite 600, JK Polk Bldg.  
Nashville, TN 37243-0341

[gary.king@tn.gov](mailto:gary.king@tn.gov)  
(615) 741-4777

-----Original Message-----

From: "Roanwoman@aol.com" <Roanwoman@aol.com>  
To: Gary King <Gary.King@tn.gov>  
CC: John Schroer <John.Schroer@tn.gov>, Patrick McIntyre  
<Patrick.McIntyre@tn.gov>, Joseph Garrison <Joseph.Garrison@tn.gov>,  
"ngabriel@achp.gov" <ngabriel@achp.gov>, "nate.vaughn.buo5@statefarm.com"  
<nate.vaughn.buo5@statefarm.com>, "slhall37617@yahoo.com"  
<slhall37617@yahoo.com>, "dtcheek@chartertn.net" <dtcheek@chartertn.net>,  
"roanwoman@aol.com" <roanwoman@aol.com>  
Subject: SR 126 Alternative to avoid adverse impacts to Yancey's Tavern &  
East Lawn Cem.  
Date: Fri, 6 Apr 2012 20:46:35 +0000

Dear Mr. King,

In light of the fact that TDOT is continuing to work on minimizing community impacts of SR 126 road improvements, I will take this opportunity to present a Feasible and Prudent alternative for your agency's consideration that will serve to avoid or minimize adverse impacts to Yancey's Tavern, as well as to East Lawn cemetery. Please find attachments.

Many thanks for your and your staff's hard work on this project. Have a good Easter holiday.

Best regards,

Judy Murray

Citizen Representative  
SR 126 Community Resource Team  
Kingsport, TN



**From:** [Roanwoman@aol.com](mailto:Roanwoman@aol.com)  
**To:** [Gary King](#)  
**Cc:** [John Schroer](#); [Patrick McIntyre](#); [Joseph Garrison](#); [ngabriel@achp.gov](mailto:ngabriel@achp.gov); [nate.vaughn.buo5@statefarm.com](mailto:nate.vaughn.buo5@statefarm.com); [sihall37617@yahoo.com](mailto:sihall37617@yahoo.com); [dtcheek@chartertn.net](mailto:dtcheek@chartertn.net); [roanwoman@aol.com](mailto:roanwoman@aol.com)  
**Subject:** SR 126 Alternative to avoid adverse impacts to Yancey's Tavern & East Lawn Cem.  
**Date:** Friday, April 06, 2012 3:47:02 PM  
**Attachments:** [Station167ExponentialGrowthModel.PDF](#)  
[April 13, 2012LettertoTDOT.docx](#)

---

Dear Mr. King,

In light of the fact that TDOT is continuing to work on minimizing community impacts of SR 126 road improvements, I will take this opportunity to present a Feasible and Prudent alternative for your agency's consideration that will serve to avoid or minimize adverse impacts to Yancey's Tavern, as well as to East Lawn cemetery. Please find attachments.

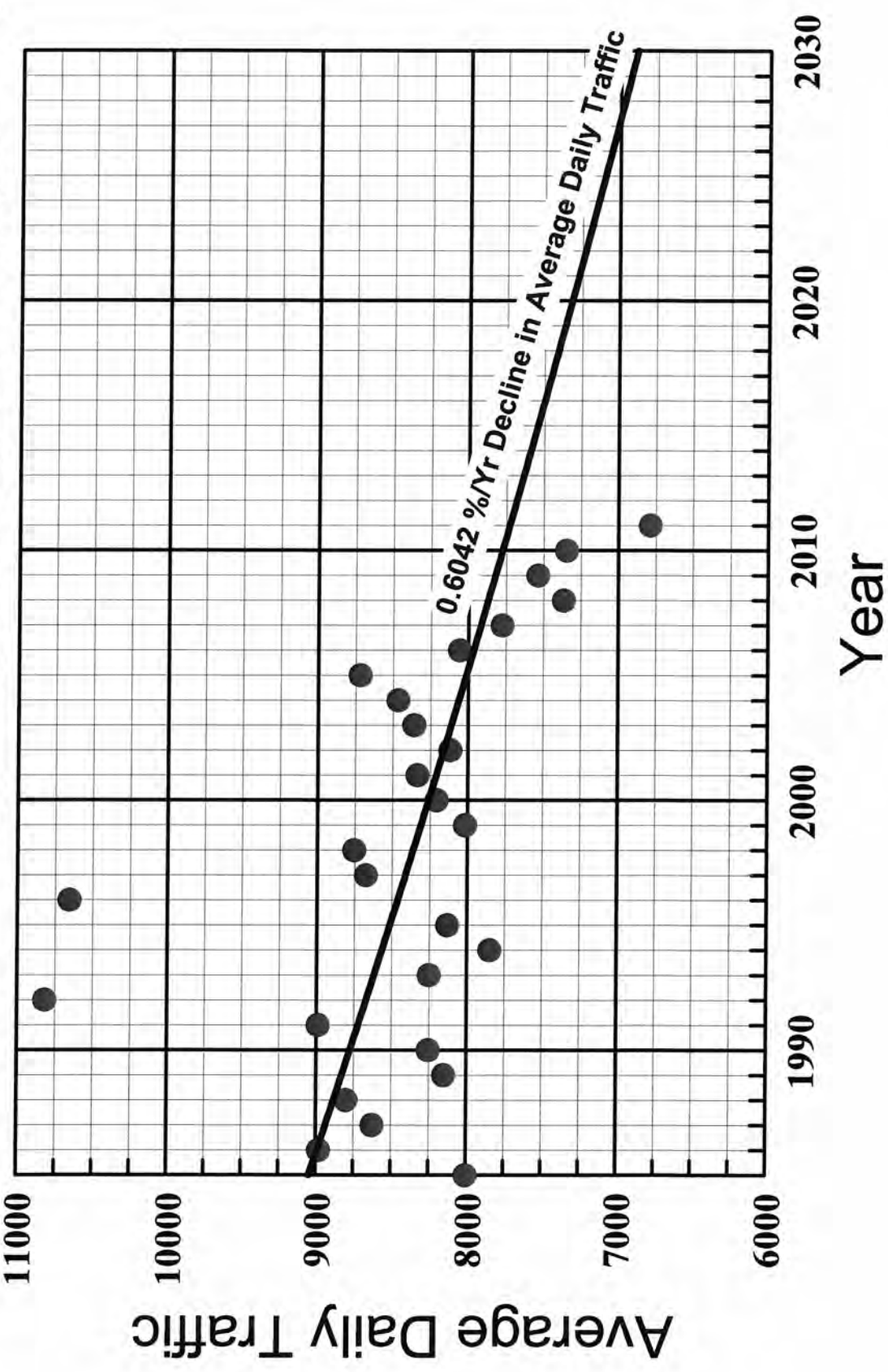
Many thanks for your and your staff's hard work on this project. Have a good Easter holiday.

Best regards,

Judy Murray

Citizen Representative  
SR 126 Community Resource Team  
Kingsport, TN

# Exponential Growth Model for Station 167





## **Memorial Boulevard State Route 126**

**Community Resource Team  
Recommendation  
June 22, 2005**

The Community Resource Team (CRT) for the State Route 126 (Memorial Boulevard) CSS project has worked together since October 2003 to study and prepare a concept plan recommendation for improving SR 126 in Kingsport and Sullivan County. The project study area extends from East Center Street to Interstate 81, a distance of approximately 8 miles. During the 21-month study process, the CRT met together thirteen times for meetings, training, and workshops and conducted three series of Public Involvement Sessions in Kingsport. Public opinion was surveyed at each Public Involvement Session and the results of those surveys were reviewed and discussed by the CRT. Concept plans for three distinct proposals (Concepts A, B, and C) and one blended proposal (Concept D) were prepared by the project's consultant team. Concepts A, B, and C were originally presented to the public at the November 2004 Public Involvement Session. Revised Concepts A, B, and C, along with Concept D, were presented to the public for review and comment at the May 2005 Public Involvement Session.

This document summarizes the collective recommendations of the SR 126 CRT. Included first are "common ground" recommendations, for which there was unanimous support among the CRT members. Following the common ground issues, is a summary of the team's recommendations concerning roadway cross sectional elements. These cross section recommendations are supported by a majority of CRT members. Finally, this document includes three minority objection statements that were prepared for specific sections of the project study area by members of the CRT. The minority objections clarify the diversity of opinion within the team.



## COMMON GROUND RECOMMENDATIONS

Following is a list of items that the CRT unanimously agreed were important considerations for the SR 126 project.

### **Safety**

- Safety is the number one priority on this project.
- Wide shoulders are desirable
- Improve sight distance and address geometric deficiencies at all intersections of side streets
- Provide left turn lanes at major intersections (even with two-lane Concept A):
  - Orebank Road
  - Harbor Chapel Road
  - Stratford Road
  - Old Stage Road
  - Amy Avenue /Glenwood Street
  - Cooks Valley Road
  - Island Road
  - Fall Creek Road
  - Hill Road
- Provide right turn lanes at major intersections (even with two-lane Concept A):
  - Cooks Valley Road
  - Fall Creek Road
  - Hill Road
- Consider using center line and shoulder rumble strips and reflective thermal markings where appropriate
- Special attention should be given to intersection improvements at the intersection of Carolina Pottery and Overhill Road to improve safety
- Plan development needs to be mindful of pedestrian safety and connectivity, providing a safe and separate walkway for pedestrians where feasible. Specific areas where sidewalks are desired include East Center Street to Old Stage Road (withing the City limits) and within the Indian Springs community
- Use side facing mailbox placement along SR 126 to improve safety for residents
- The CRT would like to avoid a “one size fits all” solution for SR 126

### **Points of Interest to the Community**

The CRT wants to minimize impacts to and protect the integrity of community treasures in the SR 126 study area. Sites that are considered community treasures include:

- Cherry Point Animal Hospital
- White House at the corner of Satana Road and SR 126
- East Lawn Cemetery
- Old Indian Springs Post Office
- Chestnut Ridge view shed
- Anything within the historic boundary of Yancey’s Tavern, including the tavern, barn, and trace of Old Island Road
- Shipley Mansion (near East Center Street)

**Enhancements**

The CRT supports the incorporation of the following enhancement features in the design plans for SR 126:

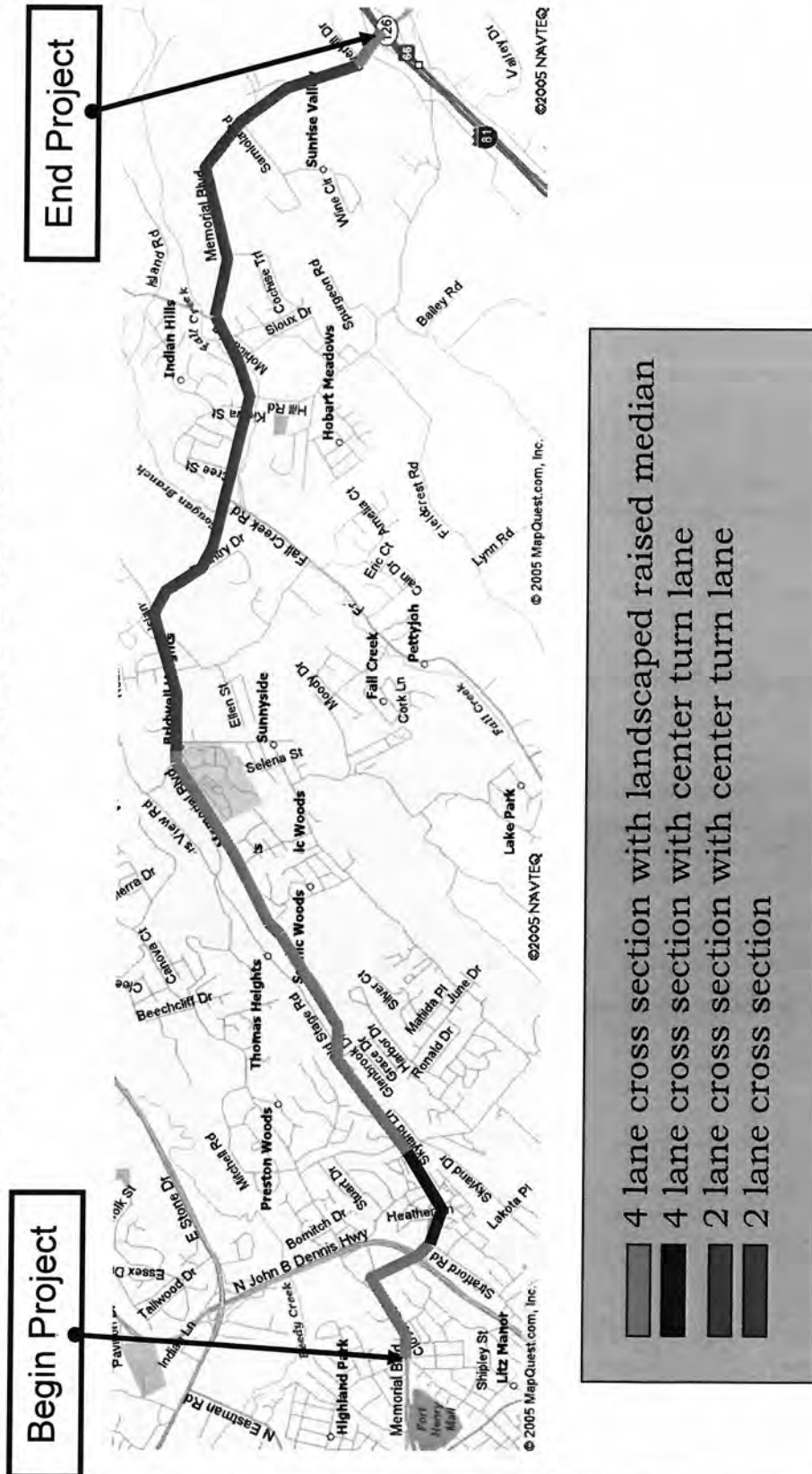
- Use of natural elements for retaining and buffering walls
- Landscaping to a human scale with native plant species
- Decorative guardrail where appropriate
- Use of decorative lighting where appropriate with sensitivity to residential areas
- Underground utilities instead of overhead
- Use of mast arms rather than span wire where traffic signals are installed
- Use of Texas rail instead of Jersey barrier type railing on bridges
- Bridge design needs to be an enhancement and fit within the context of the community
- Include irrigation with major landscaping
- Landscape design that is appropriate to the speed limit
- Inclusion of a roundabout at the intersection of SR 126 and East Center Street if adequate capacity can be provided for forecasted traffic volumes

**Other Issues**

- Where roadway widening is undertaken, use as much of the existing roadway as possible.
- Where the roadway is widened from two to four lanes, consider leaving the existing road in place and constructing the new lanes to one side (asymmetrical widening).
- The CRT identified two major benefits of asymmetrical widening: improved traffic flow during construction, and enhanced constructability.
- Asymmetrical widening should not preclude making improvements to horizontal and vertical alignment deficiencies.

# CROSS SECTION RECOMMENDATIONS - SUMMARY MAP

## HWY 126 PROJECT LOCATION





## CROSS SECTION RECOMMENDATIONS

Following is a summary of recommendations for roadway cross sections agreed upon by a majority of the CRT. The recommendations are divided into eight sections, identified by intersecting cross streets. For three of the eight sections, minority objections were documented within the CRT. The sections with minority objections are noted in the cross section descriptions and a detailed description of each minority opinion is included at the end of this report.

### **Section 1 West – East Center Street to Orebank Road**

Preferred Concept - Concept C

Design speed - 35

Travel lanes - 2 eastbound and 2 westbound (11' each)

Median - Raised landscaped

Bikeways - 4' shoulder

Sidewalks – Yes, on both sides

Curb and Gutter - Yes

Special features:

Roundabout with flared right turns at East Center Street. (An alternate option is to maintain the existing traffic signal, but a roundabout is preferred.)

Access Notes:

Median openings and turn lanes at Central Street, Conway Drive, Woodside Drive, and Orebank Road

Intersection and Geometric Improvements:

- Realign Orebank Road to 90 degree angle plus turn lanes

### **Section 1 East – Orebank Rd to West of Hawthorne St.**

Preferred Concept - Concept C

Design speed - 35

Travel lanes - 2 eastbound and 2 westbound (11' each)

Median - Raised landscaped

Bikeways - 4' shoulder

Sidewalks – Yes, on both sides

Curb and Gutter - Yes

Access Notes:

Median opening at eastern driveway for Sun Bridge Hillside Care and Rehab

Intersection and Geometric Improvements:

- Improve curve at Orebank Road / Edens Ridge Road
- Close Edens Ridge Road intersections (access to Memorial Boulevard via Orebank Road)
- Improve northbound entrance ramp to John B. Dennis Highway
- Remove right turn yield condition from northbound John B. Dennis exit ramp to eastbound SR 126 in order to reduce vehicle conflicts; make right turns use the traffic signal

**Section 2 – West of Hawthorne St to Harbor Chapel Road**

Preferred Concept - Concept C

Design speed - 35

Travel lanes - 2 eastbound and 2 westbound (11' each)

Median – Center Turn Lane

Bikeways - 4' shoulder

Sidewalks – Yes, on both sides

Curb and Gutter - Yes

Intersection and Geometric Improvements:

- Close Milton Court (condominium access) intersection to SR 126 and provide alternate access via Stratford and Kite Street
- Close Hawthorne Street intersection on the south side of SR 126
- Close Kent Street intersection with SR 126 (access SR 126 via Kite Street)
- Improve side road sight distance at Hawthorne Street and Beverly Hills Street
- Correct deficient curves at Kite Street and Beverly Hills Street
- Close Amy Avenue / Woodridge Avenue intersection and tie Amy / Woodridge into Glenwood Street
- Close Trinity Lane and provide alternate access via a new connection near the cemetery (access to SR 126 via Orebank Road)

**Section 3 West – Harbor Chapel Rd to east of Old Stage Rd**

Preferred Concept - Concept C Modified to include curb & gutter and sidewalks

Design speed - 45

Travel lanes - 2 eastbound and 2 westbound (11' each)

Median – Raised Landscape

Bikeways – 4' shoulder

Sidewalks – Yes, on both sides

Curb and Gutter - Yes

Intersection and Geometric Improvements:

- Close off intersection of Tanglewood Road and tie Tanglewood into Briarwood Road
- Realign Old Stage Road to create a 90 degree intersection and decrease steepness of Old Stage Road

**Section 3 East – East of Old Stage Rd to Cooks Valley Rd**

Preferred Concept - Concept C

Design speed - 45

Travel lanes - 2 eastbound and 2 westbound (11' each)

Median – Raised Landscape

Bikeways – 8' stabilized (6' paved shoulder on both sides)

Sidewalks – Pedestrians use shoulder

Curb and Gutter - No

Intersection and Geometric Improvements:

- Correct deficient "S" curves on Chestnut Ridge
- Connect Holiday Hills Road to Shuler Drive via Parker Street

**Section 3 East continued**

- Close Shuler Drive intersection with SR 126 and redirect traffic to Lemay Drive
- Realign Chestnut Ridge Road to the west
- Realign Eaton Station Road to tie in opposite Cooks Valley Road
- Provide a left turn lane onto Cooks Valley Road and Eaton Station Road

\*NOTE: A minority objection statement is documented for this section.

**Section 4 West – Cooks Valley Rd to Harrtown Rd**

Preferred Concept - Concept B

Design speed - 45

Travel lanes - 1 eastbound and 1 westbound (11' each)

Median – Center Turn Lane

Bikeways – 6' stabilized shoulder (does not include gutter pan) on both sides

Sidewalks – Yes, on both sides

Curb and Gutter - Yes

Intersection and Geometric Improvements:

- Close Red Robin Lane intersection (access to SR 126 via Bridwell Heights Road)
- Realign Woodway Drive to a 90 degree intersection
- Realign Island Road and improve sight distance
- Realign Natchez Lane intersection
- Relocate Harrtown Road intersection further west to reduce steepness
- Correct deficient curves between Hill Road and Harrtown Road

\*NOTE: A minority objection statement is documented for this section.

**Section 4 East - Harrtown Rd to Cochise Trail**

Preferred Concept - Concept A Modified

Design speed - 45

Travel lanes - 1 eastbound and 1 westbound (12' each)

Median – None

Bikeways – 8' paved and 2' stabilized shoulder on both sides

Sidewalks – No

Curb and Gutter - No

Special features:

- Use 18" double yellow center line (this is within the 12' travel lanes, both directions) and include rumble strips between the double yellow center line
- Include rumble strips between the travel lane and the shoulder

Access Notes:

- Require turn lane construction by future developers



**Section 5 - Cochise Trail to Interstate 81**

Preferred Concept - Concept A Modified

Design speed - 45

Travel lanes - 1 eastbound and 1 westbound (12' each)

Median - None

Bikeways - 8' paved and 2' stabilized shoulder on both sides

Sidewalks - No

Curb and Gutter - No

Special features:

- Use 18" double yellow center line (this is within the 12' travel lanes, both directions) and include rumble strips between the double yellow center line
- Include rumble strips between the travel lane and the shoulder
- Design passing zones by correcting vertical curves and improving sight distance
- Design better transition area from 4 lanes at I-81

Access Notes:

- Require turn lane construction by future developers

Intersection and geometric improvements:

- Correct deficient curves west and east of Samlola Road
- Realign Gravel Top Road (west) intersection
- Close Gravel Top Road (east) intersection

\*NOTE: A minority objection statement is documented for this section.

## **Minority Report for Section 3 East Of State Route 126 in Sullivan County**

### **Basic concept for this segment:**

Old Stage Road to Cooks Valley Road: Concept A with a right turn lane onto Lemay Drive.

### **Statement of Purpose:**

We find ourselves in fundamental opposition to the exhumation of human remains or the destruction of an historical treasure (Yancey's Tavern property) while a viable alternative is available that fulfills the agreed upon requirements for the project. Further, with respect to the preservation of Chestnut Ridge, we also are unable to accept a solution or concept that is more destructive with respect to the original contours and appearance of the ridge than is required, while a viable alternative exists that, again fulfills the agreed upon requirements for the project.

### **Rationale:**

- **Safety**
  - Has eight foot shoulders, guard rails, improved sight distances and improved horizontal and vertical curves
  - Has centerline & shoulder rumble strips to minimize lane departure (as recommended in State of Tennessee Strategic Highway Safety Plan, p. 8, 11/17/04)
  - Designated right turn lane into Lemay Drive provides greater safety for new traffic by adjacent road closures. Also allows eastbound traffic to continue while vehicles make right turn.
- **Community Impacts**
  - Concept A has the least impact to Chestnut Ridge both environmentally and visually.
  - Concept A has the smallest number of impacts to residences.
  - Best preserves the community wishes of maintaining the scenic beauty of Chestnut Ridge.
- **Cost Justification**
  - B & C are not justified by actual and projected traffic counts through 2028.
  - B & C are not justified by turning needs (few driveways & minimal left turns to side roads since most traffic is westbound in the morning and eastbound in the evening)

## MINORITY OBJECTION STATEMENTS

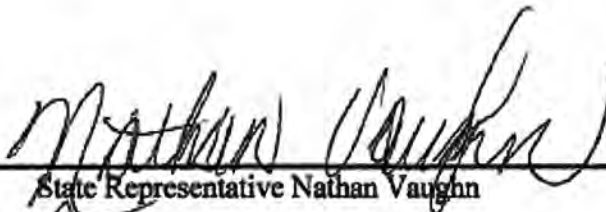
- There is a lack of consideration of cost in this section in light of the lack of potential benefit that might be realized by the community.

- **Public Response**

- 58% of those surveyed in Public Session III chose an option other than a 4-lane, i.e. Concept C, in the section.
- Additionally, a petition with 1100+ names expressed a preference for a two lane road in this section.
- Eleven foot travel lanes minimize the road footprint.
- Concept A impacts East Lawn Cemetery the least of all concepts
- Concept A protects the historic Yancey tavern and barn, as well as remnants of Old Island Road and the surrounding site. The history of this area predates the American Revolution

- **Mobility**

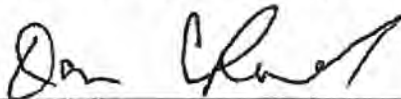
- Right turn lane increases capacity in Concept A.
- Traffic counts have drastically fallen east of Old Stage Road.

  
State Representative Nathan Vaughn



Larry Hall, Member of the Sullivan County Board of Commissioners, District 6

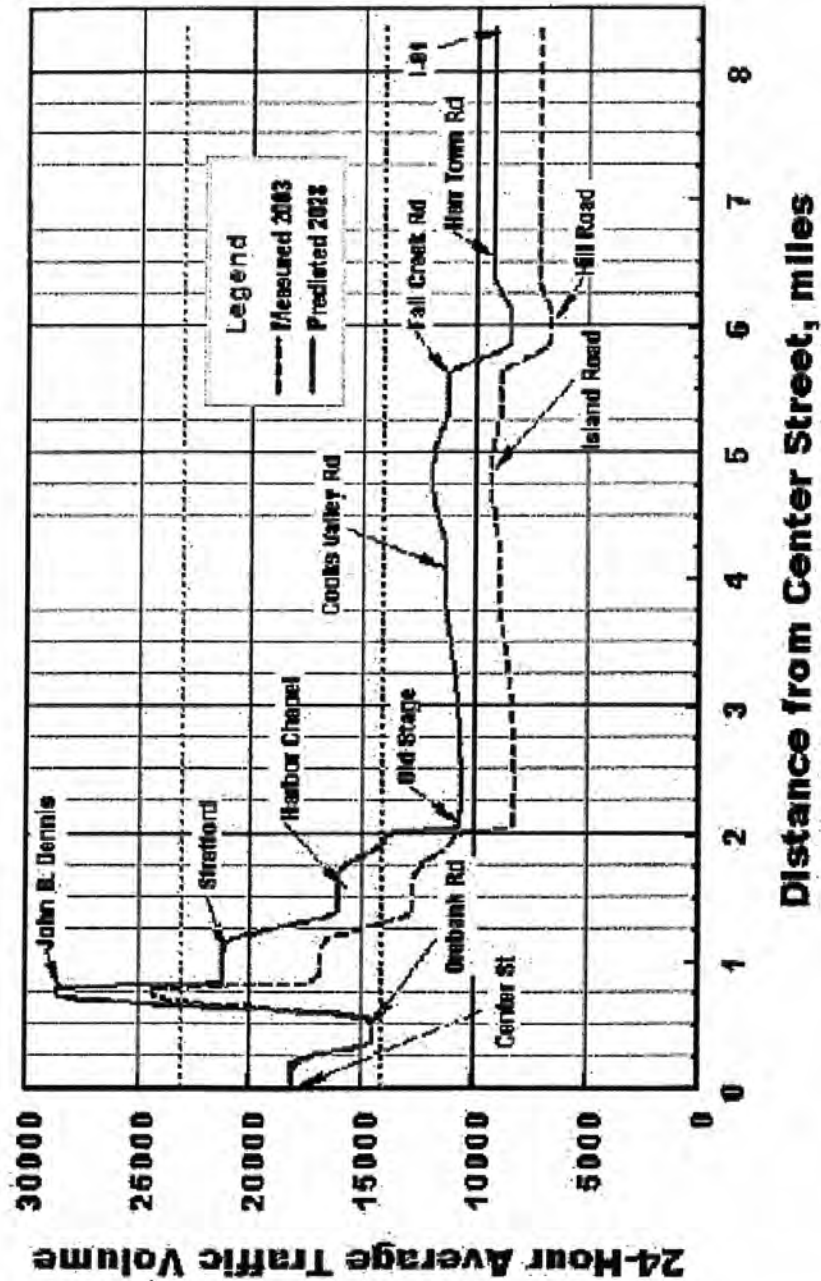
  
Judith Murray, Citizen Representative



Dan Cheek, Citizen Representative



## Predicted Traffic Growth along SR-126



## What is Context-Sensitive Design?

- Addresses purpose and need
- Addresses equally:
  - Safety
  - Mobility
  - Preservation of scenic, esthetic, historic, environmental, and community values

### *Design Excellence –*



*Design Excellence:* Simultaneously advancing the objectives of safety, mobility, enhancement of the natural environment, and preservation of community values.

**Minority Objection**  
for  
**Section 4 West – Cooks Valley Road to Harrtown Road**  
**Tennessee State Route 126**  
June 22, 2005

We, whose names are listed below, strongly believe that Concept B is an inappropriate and unjustified recommendation for improving Section 4 West, Cooks Valley Road to Harrtown Road, a portion of the Tennessee State Route 126 project. The following statements describe our concerns:

Public Preference

- **Concept B (three-lane)** goes against the public's preference for **Concept C (four-lane divided)** as expressed in the two separate votes of November 2004 (98 vs. 22) and May 2005 (111 vs. 76).
- Of the three concept choices, Concept B received the least number of favorable responses from the May 2005 public meetings.

Every member of the community has had equal opportunity to have their preference reflected in the hard numbers obtained from these two public input sessions. We believe these responses most accurately measures the public's desire.

Growth

- Concept B does not address the strong potential for growth along the 126 corridor.
- As of June 22, 2005, 344 family residential units are under development east of Cooks Valley Road that will feed traffic directly onto SR 126 and increase traffic west into Kingsport. (These are: Yancey's Tavern – 18 sites; Sugarwood – 74 units; near Old Island Rd – 100 apartment units; Rose Mary Villas – 13 units with more planned at Crockett Ridge Golf Course; Pectol property – 19 sites; Shadowtown Rd. – 120 units.) All but one of these developments are located within Section 4 West.
- In addition, Crockett Ridge Golf Course/Old Island residential development is under new ownership. Owners recently completed a new clubhouse and have received approval for rezoning of their development for condominiums, patio homes, and single home dwellings. This alone will significantly increase traffic volumes entering SR 126 from Island Road and Harrtown Road both of which are east of Cooks Valley Road and within Section 4 West.
- Concept B ignores additional strong growth potential in the areas as sewers are extended in 2005-2006 to the greater Indian Springs area.
- The Cooks Valley Road station for 2003-04 ADT is 8,950 with a projected 2028 ADT of 11,290 indicates expected growth of 2,340 ADT. The 344 family units listed above, in themselves, with an average of two autos per unit making one round trip daily to Kingsport significantly exceeds the 2008 projected ADT.
- *We believe the projected traffic volumes furnished to the SR 126 Resource Team were inappropriately reduced from TDOT's original projections and do not accurately reflect future traffic volumes.*



## Minority Objection Statements continued

- Concept B provides for a very limited increase over current traffic capacity and will not adequately address future capacity needs.
- One lane in each direction does not provide adequate mobility as requested by the public.

**We recommend that Concept C be extended east from Section 3 East (Old Stage Road) to Hill Road rather than to Harrtown Road. This will adequately accommodate the large volume of traffic to and from Indian Springs School, most of which originates west of Hill Road.**

### Safety

- Concept B does not provide for safe passing opportunities as the public requested.
- Concept B promotes driver conflicts due to the inability to pass slow drivers.
- Concept B will encourage unsafe passing with the use of the center turn lane being used for that purpose.

### Impact

- The physical impact of Concept C is essentially equal to that of Concept B.
- Issues concerning the cemetery and Yancey's Tavern/barn should be "fully" addressed during this project to accommodate future needs and not postponed, thus making it necessary to revisit the problem again in the near future. A proper solution should be implemented before future development has taken place thereby further complicating the issue.

In summary, TDOT has invested much time and money into the CSS process in providing information to the public and then asking the public for their preference. The public has responded, and the desires of the greater population should be honored. In addition, we strongly feel that Concept B is an ill-advised and extremely shortsighted plan for improving Section 4 West of SR 126 and will result in an immediate need for an additional upgrade.

Tom Carroll, Citizen Representative  
Diane Somers, Citizen Representative  
Wallace Putnam, Citizen Representative  
Ray Griffin, Kingsport City Manager  
Ken Marsh, Kingsport Alderman and Kingsport Planning Commission

**Minority Objection Statement**  
for  
**Section 5 - Cochise Trail to Interstate 81**

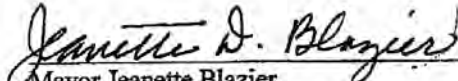
The preference of the Resource Team, after several votes promulgated by “modifications” to each concept, was Alternate A Modified. Alternate A Modified provides 2 lanes originally with no separation, was later adjusted to include centerline striping and/or skips that establish an 18 inch center space. An 18 inch median or space simply does not provide adequate separation for 2-way “unseparated” traffic. With safety an utmost priority, inadequate separation will continue to create potential for ongoing safety incidences (head-ons, close calls) or motorists crossing the center line causing more accidents. Additionally, and of utmost important, left turn conflicts will continue to exist, causing rear-end collisions, other accidents, and other close calls. Left turn inhibitions will also create additional traffic flow problems, with two way traffic passing “opportunities” becoming passing “hazards”. With a grass median or center turn lane, passing in Section 5 will be prohibited; a much better scenario than affording a dangerous passing environment. A wide median with two lanes reduces vehicular conflicts, provides for greater visibility for motorists to see the road and see each other, and offers a chance for motorists to recover from either their mistakes or avoid the mistake of others – it is much more “forgiving” of driver error.

Section 5 has much more open/undeveloped properties alongside the existing roadway. In this section, because widening to 3 lanes (or grass median) can be flexible, the ability to move the centerline lessens the impact on homes and properties. Consequently, adding a median and turn lanes can be accommodated much easier with much less impact. Additionally, with the impacts being similar with all 3 concepts, why would TDOT and/or the local community want to put back a roadway that could potentially continue to entice head-on collisions and/or other incidences caused by 2-way traffic, when we could do and get a better quality roadway ??

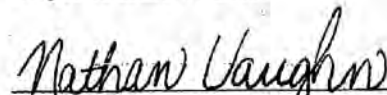
Bill Albright  
Tom Carroll  
Diane Somers

How  
8/7

We, the State Route 126 Resource Team, request that the Tennessee Department of Transportation accept and carry forward the improvements described in this document for State Route 126 from East Center Street to Interstate 81. Included in this document are objection statements for <sup>three</sup> sections of the roadway that clarify diversity in opinion within this resource team. We appreciate the opportunity provided by TDOT to participate in this CSS process and we further recommend that the department continue to involve local participation in this project as it moves forward through subsequent stages.

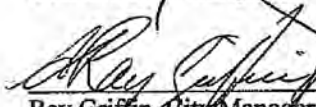
  
Mayor Jeanette Blazier

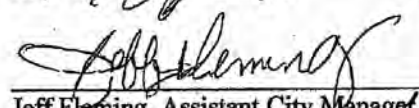
  
Mayor Richard Venable

  
Representative Nathan Vaughn

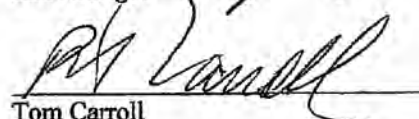
  
Alderman Ken Marsh

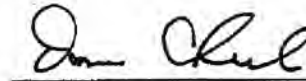
  
Commissioner Larry Hall

  
Ray Griffin, City Manager

  
Jeff Fleming, Assistant City Manager

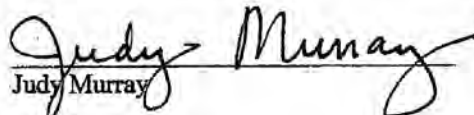
  
Bill Albright

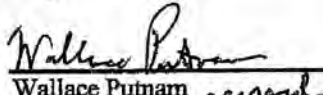
  
Tom Carroll


  
Dan Cheek

  
Forrest Koder

  
Anne Morris, Consultant

  
Judy Murray

  
Wallace Putnam *several*

  
Elizabeth Smith, TDOT

  
Diane Somers

  
Ambre Torbett

  
Becky White, Consultant

The following team members were unavailable to participate in preparation of the team recommendations: Humberto Collazo, David Ruller, Roy Settle.



## PROJECT MANAGEMENT TEAM

### **TDOT PROJECT MANAGER**

**Mrs. Elizabeth Smith**

Suite 600, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0334  
(615) 532-3183  
Elizabeth.A.Smith@state.tn.us

### **CONSULTANT PROJECT MANAGER**

**Mrs. Becky White**

Sain Associates, Inc.  
244 West Valley Avenue  
Suite 200  
Birmingham, AL 35209  
(205) 940-6420  
bwhite@sain.com

### **CONCEPT PLAN MANAGER**

**Mr. Richard Holt**

Sain Associates, Inc.  
120 South First Street  
Pulaski, TN 38478  
(931) 424-0300  
rholt@sain.com

### **PUBLIC INVOLVEMENT MANAGER**

**Ms. Anne Morris**

PBS&J  
220 Stoneridge Drive  
Suite 300  
Columbia, TN 29210  
(803) 806-8080  
acmorris@pbsj.com

**From:** Angela Tipton  
**To:** TDOT Comments  
**Subject:** Concerns - Sullivan Cty Hwy 126 Project (350 Graves)  
**Date:** Thursday, March 29, 2012 10:03:46 PM

---

Dear TDOT,

I had previously written the following concern about the worse case scenario of widening Highway I 126 (Memorial Blvd) in Sullivan Cty (Kingsport) to Governor Bill Haslam and Representative Tony Shipley whom have both kindly replied. Representative Shipley had kindly explained to me, that I was mis-informed and that the removal of the 350 graves at East Lawn Cemetery was a worse case scenario and that TDOT was heading up this project and making the decisions, thus my email to you regarding not just mine, but some of my family, friends, and others I may not know personally. I hope you will consider taking a look at the road in front of East Lawn Cemetery and understand how personal laying to rest someone in a grave and buying lots to be near them when our time comes up to be rested in peace in a grave near our family members (bought with our own money) can be to most anyone you ask and the road in front of East Lawn Cemetery isn't as bad as the road leading up to it.

I thank you in advance for taking our concerns serious and personal as you look and make decisions about this project.

In Christ's Love,  
angela r tipton

Dear Sir,

I regretfully heard that TN Representative Tony Shipley has brought up an old idea to pursue widening a dangerous road that leads to a HUGE Graveyard - Highway 126 (Memorial Blvd) in Kingsport TN - that will be removing 350 Graves that include my Uncle, his widower when she passes, and my cousin and her husband's lots when they pass, among the 350 graves.

I can understand interest in helping a road that needs attention, but if you actually went to East Lawn Cemetery, you will see that the road in front of it isn't that bad - just getting to it is in more need of attention.

Can people and those who invested in future grave lots, Rest in Peace? My goodness, this breaks my heart and those close to me effected.

Thank you ahead of time for your consideration.

In Christ's Love,  
angela r tipton

***In Christ's Love,  
angela***

**From:** [dougpatdell@charter.net](mailto:dougpatdell@charter.net)  
**To:** [Gary King](#)  
**Subject:** State Route 126  
**Date:** Friday, March 23, 2012 7:31:40 PM

---

I just learned about this project and am very upset over this. My Father is buried in the Garden of Love where you are looking at widening the road. He was laid to rest for eternity and should remain there. I understand the need to make the road safer but not to include a bicycle path. Also, I do not want my Father moved. My Mother has a plot there and so do my husband and I. If you get this approved, which I am sure you will, who will pay to have these precious family members moved? Where will you move them to? My parents chose this spot. This is one reason why I believe in cremation and scatter. You never know who wants to move you or build on top of you. I've said that for years and this is the reason why.

Shame on all of you!

Patricia Richards Dellinger  
daughter of Plez E. Richards, deceased



## NOTICE OF PUBLIC HEARING

The Tennessee Department of Transportation will host two public hearings on Tuesday, December 11, 2012 to gather public input on the proposed project, SR-126 (Memorial Boulevard) along the existing alignment from East Center Street, within the City of Kingsport's City Limits east to Interstate 81 in Sullivan County.

The Draft Environmental Impact Statement (DEIS) was made available for review in February 2012. TDOT has received public comments since that time and holds this hearing to offer the opportunity to all community citizens an opportunity to share input. The hearings will be held as follows:

11:30 a.m. until 1:30 p.m. at:  
Kingsport Civic Center  
1550 Fort Henry Drive  
Kingsport, TN 37664

6:00 p.m. to 8:00 p.m. at:  
Sullivan Central High School (Gym)  
131 Shipley Ferry Rd  
Blountville, TN 37617

Representatives of TDOT will be available to provide information on various aspects of this proposed project. Anyone with questions regarding the meeting should contact:

Gary King, Project Manager  
505 Deaderick Street, Suite 900  
James K. Polk Building  
Nashville, TN 37243-0334  
(615)741-4777  
[Gary.King@tn.gov](mailto:Gary.King@tn.gov)

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Margaret Mahler no less than ten (10) days prior to the date of the meeting:

Ms. Margaret Mahler  
ADA Compliance  
Tennessee Department of Transportation  
Suite 400, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243

or by e-mail: [Margaret.Z.Mahler@tn.gov](mailto:Margaret.Z.Mahler@tn.gov)  
615/741-4984 (phone)  
615/532-5995 (fax)  
615/253-8311 TTY Relay

A court reporter will be available to receive oral statements to be included in the project transcript. In addition, comment sheets will be available for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the meeting date to the following address:

Project Comments  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332  
[TDOT.comments@tn.gov](mailto:TDOT.comments@tn.gov)

TDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.



# SR 126 Memorial Boulevard Corridor Improvement Project

From East Center Street to Interstate 81  
(8.4 Miles) in Sullivan County, Kingsport,  
Tennessee



**Public Hearing, December 11, 2012**

# Public Hearing Agenda

**11:30 – 11:50** Welcome & Introductions

**11:50 – 12:10** Slide Presentation

**12:10 – 1:00** Questions & Answers

**1:30** Meeting Adjourns





## Public Hearing Agenda

- 6:00 – 6:20** Welcome & Introductions
- 6:20 – 6:40** Slide Presentation
- 6:40 – 7:40** Questions & Answers
- 8:00** Meeting Adjourns



# What is the Purpose of this Hearing?



**Present the Draft  
Environmental Impact  
Statement Findings**



**Opportunity to receive  
public comments**



**Answer your questions**

**Explain the next steps**



# Presentation Topics

---

- Project history
- Road building process
- Proposed improvements to the road design
- Impacts of those changes
- Efforts that we have made to reduce the negative impacts so far.





Project Location

# East Center Street to Interstate 81





## Project Background

Kingsport  
MPO &  
Mayor's Office  
submitted  
resolution to  
TDOT

3 Public  
Involvement  
Sessions

2 Build  
Alternatives  
developed by  
CSS Process

Citizen  
Resource Team  
Established (13  
Meetings)

# Needs of the Proposed Project

- Roadway & Shoulder Improvements
- Improve Geometry  
(Curves, Hills, Valleys)
- Improve Access Management  
(Road and Driveway Connections)





# Needs of the Proposed Project

- Roadway & Shoulder Widths
- Geometry (Alignments)
- Access Management (Road and Driveways)
- General Safety
- Safety for Mail Delivery
- Safety & Access for School Buses
- Emergency Response Vehicles

## Purpose of the Project



To provide a **safe, efficient route** for local traffic between the City of Kingsport and I-81.





## Project Background

Kingsport  
MPO &  
Mayor's Office  
submitted  
resolution to  
TDOT

Citizen  
Resource Team  
Established (13  
Meetings)

3 Public  
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2 Build  
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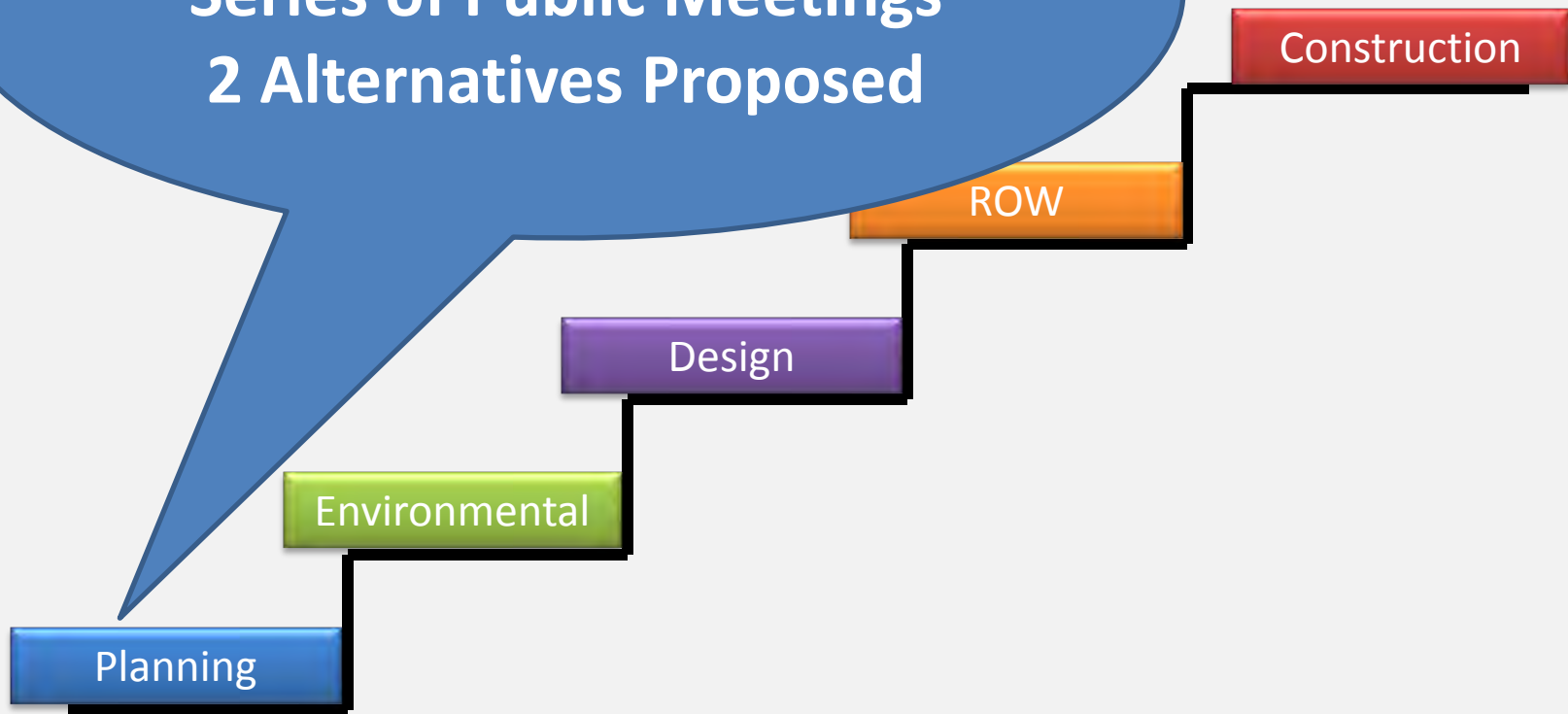
Environmental  
Studies

FHWA  
approved the  
DEIS (Jan. 5<sup>th</sup>)

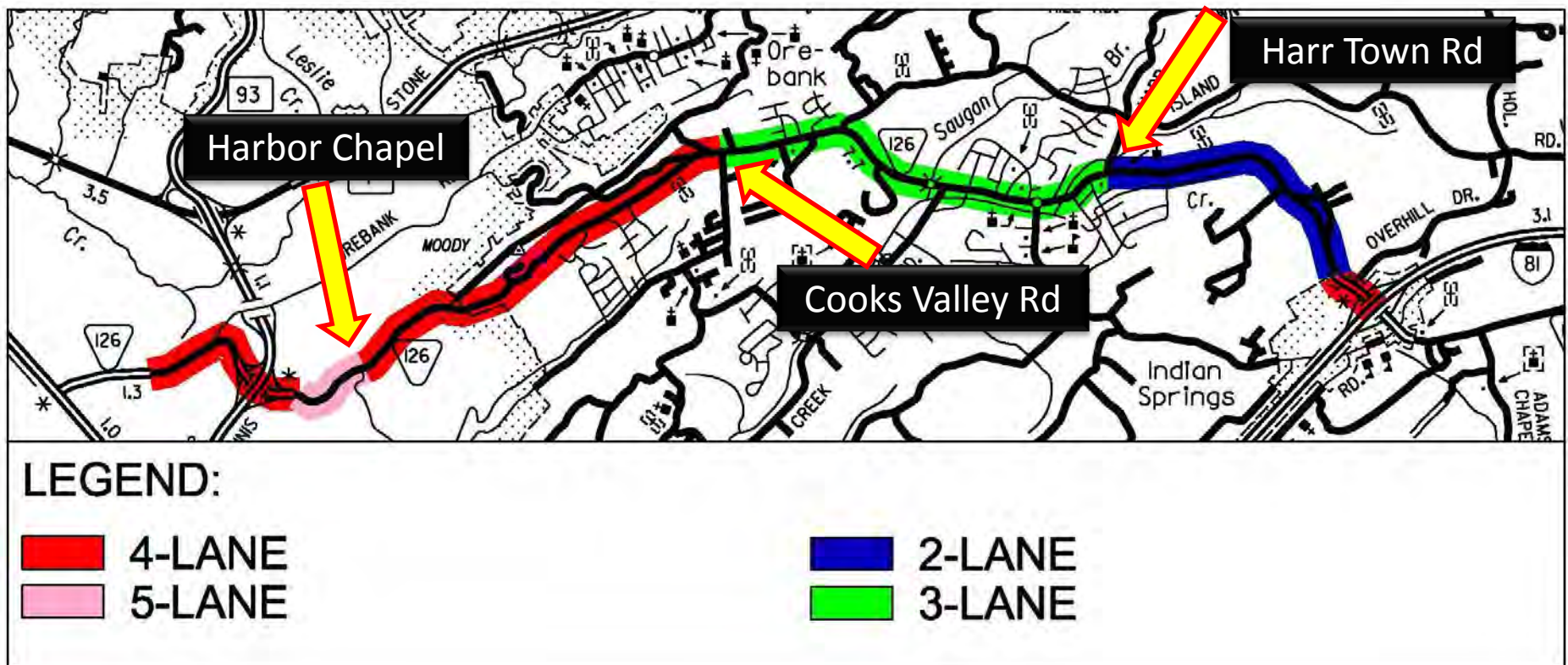
Spot Safety  
Improvements

- Intersection at  
Carolina Pottery  
Drive
- Signing, Striping,  
rumble strips

**CSS Team Established  
Series of Public Meetings  
2 Alternatives Proposed**

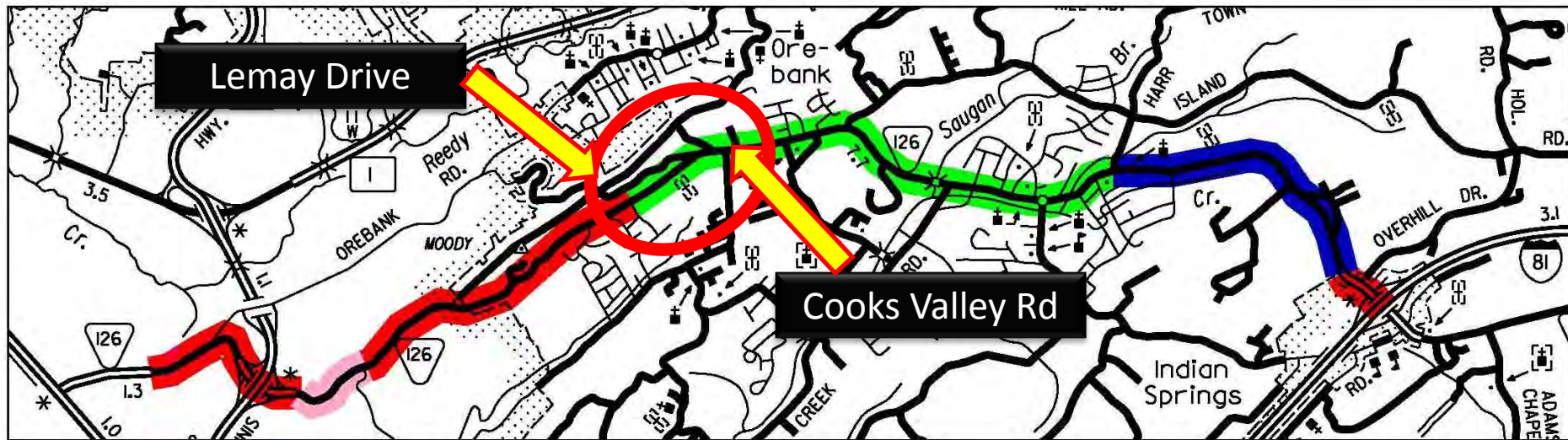


**Steps in the Project Development Process**



**Alternative A**





## LEGEND:

4-LANE  
 5-LANE

2-LANE  
 3-LANE

# Alternative B

**Study the impact on:**  
**Operational Performance of Road**  
**Natural Environment**  
**Social and Economic Effects**  
**Write the EIS**  
**Hold Public Meetings`**

Construction

ROW

Design

Environmental

Planning

**Steps in the Project Development Process**

**Study the impact on:**  
**Operational Performance of Road**  
**Natural Environment**  
**Social and Economic Effects**  
**Write the EIS**  
**Hold Public Meetings`**

Construction

Design

Environmental

Planning

**Steps in the Project Development Process**



**Study the impact on:**  
**Operational Performance of Road**  
**Natural Environment**  
**Social and Economic Effects**  
**Write the EIS**  
**Hold Public Meetings`**

Construction

ROW

Design

Environmental

Planning

**Steps in the Project Development Process**

**Study the impact on:**  
**Operational Performance of Road**  
**Natural Environment**  
**Social and Economic Effects**  
**Write a Report (EIS)**  
**Hold Public Meetings`**

Construction

ROW

Design

Environmental

Planning

**Steps in the Project Development Process**

Study the impact on:  
Operational Performance of Road  
Natural Environment  
Social and Economic Effects  
Write the EIS

**Hold Public Hearing**

Construction

ROW

Design

Environmental

Planning

**Steps in the Project Development Process**



# Impact Identification

## **Human Environment**

- Social
- Economic
- Environmental Justice
- Historic
- Archaeological
- Visual
- Noise
- Recreational
- Air Quality
- Indirect and Cumulative

## **Natural Environment**

- Steams
- Wetlands
- Rare & Endangered Species
- Floodplains
- Terrestrial
- Caves
- Sinkholes
- Hazardous Materials
- Geotechnical Study

# Project Impacts

Subject Area	Alternate A	Alternate B
Noise Impacts	35	45
Historic Sites	1	1
Acres of Wetlands	0	0
Number of Streams	5	5
Forest Land (acres)	75	55
Hazardous Material Sites	2	3
Farm Land (acres)	15	5

# Key Project Impacts

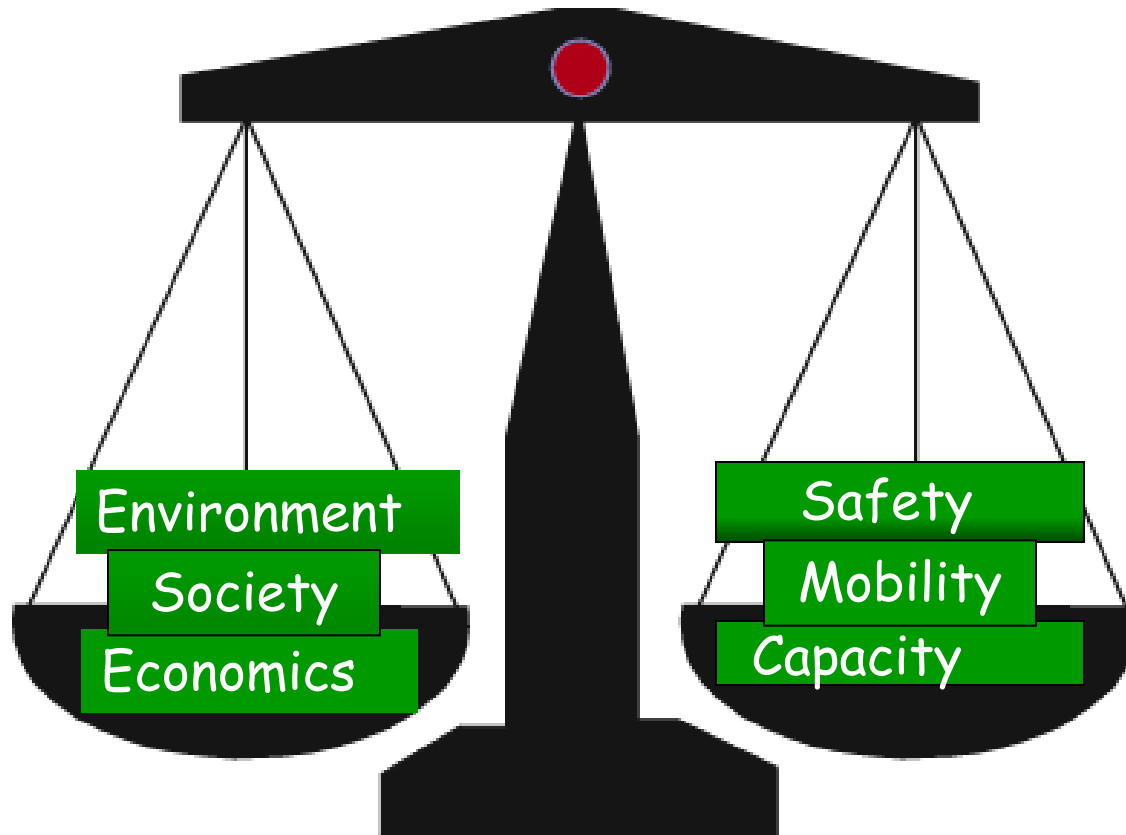
Subject Area	Alternate A	Alternate B
Residential Displacements	241 102/135/4	162 90/69/3
Business Displacements	43	30
Total Acres of Acquisition	239	122
Non-Profit Displacements (Volunteer Fire Dept)	1	1
Grave Relocations	350	90
Impacted Historic Sites	1	1



# NEPA

## National Environmental Policy Act

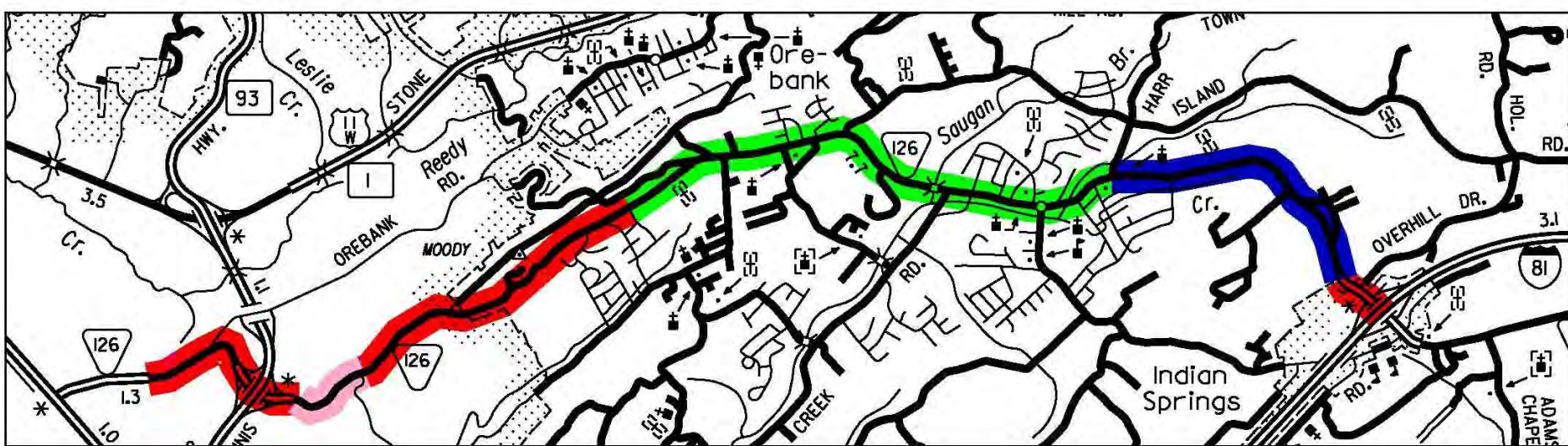
### A Balanced Decision-making Process



# Project Updates

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1. Public opposition to grave relocation expressed at Kingsport MPO meeting
2. Kingsport MPO updated its travel demand model. (Reduced projections)
3. Updated traffic volumes provided to TDOT.
4. Traffic reduction ranged from 4% to 68%



LEGEND:

Alternative B



LEGEND:

Alternative B Modified

4-LANE  
5-LANE

2-LANE  
3-LANE



# Results of Modifications

---

1. Reduced cross section of the road from Cook's Valley to Lemay Dr.

Compressed by reducing the center turn lane width and removing the sidewalk adjacent to the tavern.

# Results of Modifications

---

1. Reduced cross section of the road from Cook's Valley to Lemay Dr.

Compressed by reducing the center turn lane width and removing the sidewalk adjacent to the tavern.

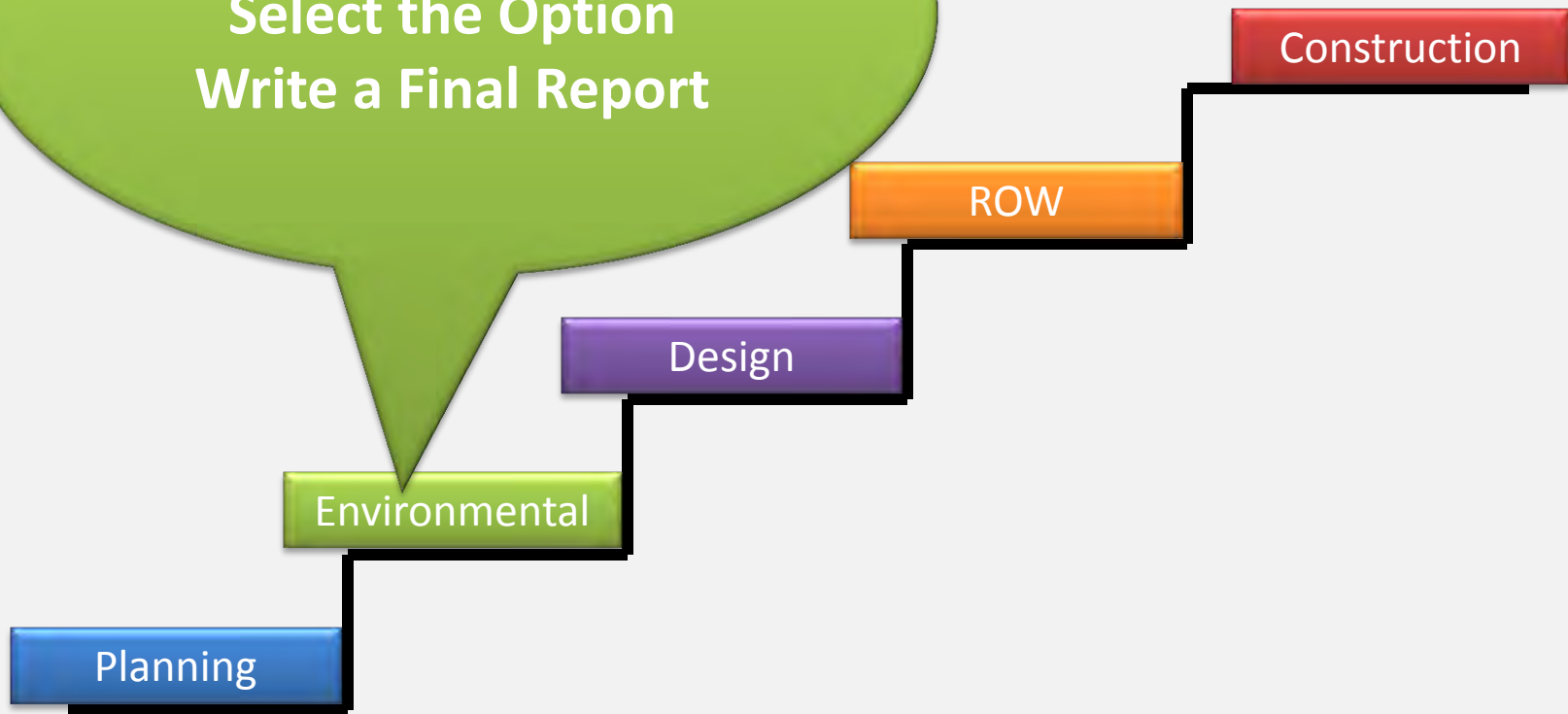
2. Avoided both Yancey's and all graves
3. Reduced the number of displacements
4. Still addressed safety concerns
5. Reduced project costs

# Key Project Impacts

Subject Area	Alternate A	Alternate B	Alternate B Modified
Residential Displacements	241	162	104
	102/135/4	90/69/3	81/22/1
Business Displacements	43	30	24
Total Acres of Acquisition	239	122	-
Non-Profit Displacements (Volunteer Fire Dept.)	1	1	1
Grave Relocations	350	90	0
Impacted Historic Sites	1	1	0

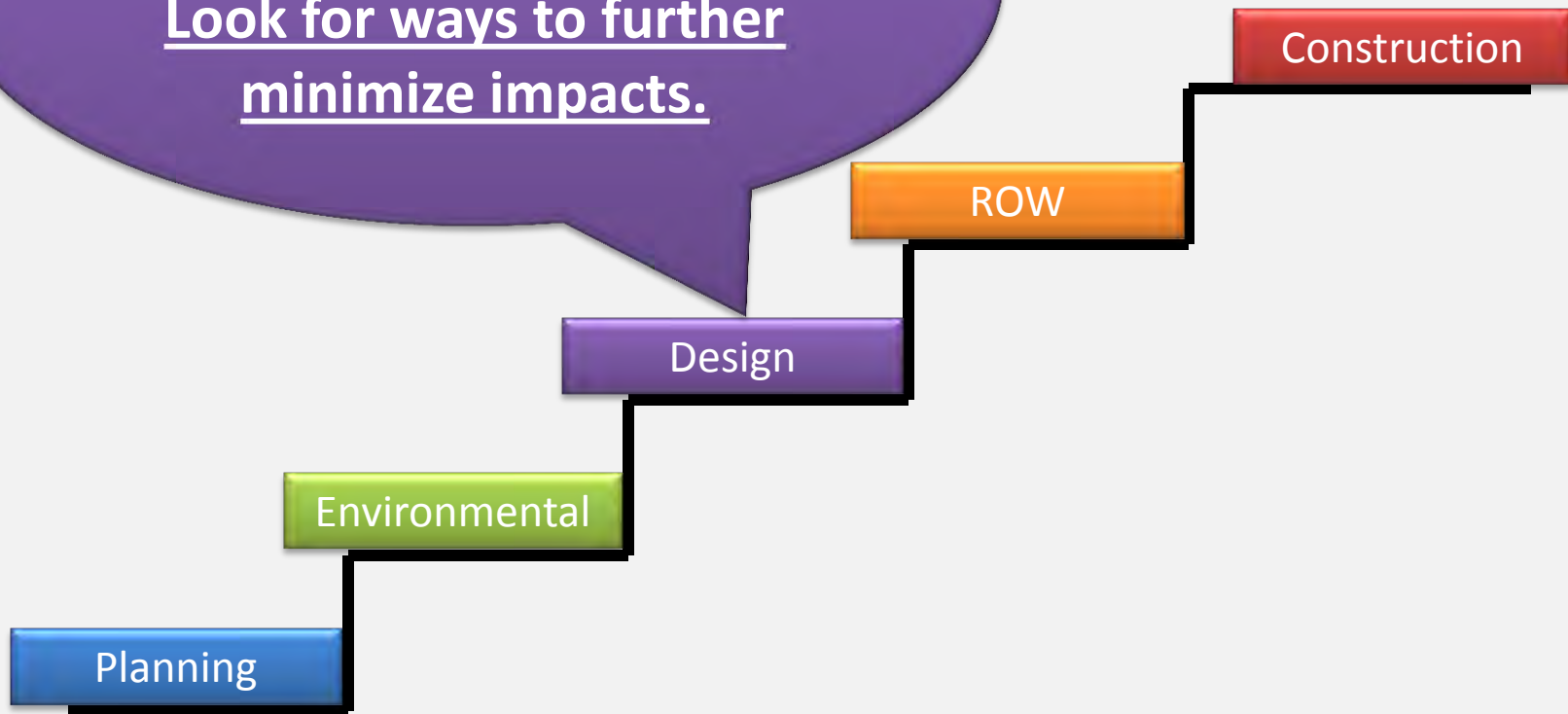


**Review All Comments  
Select the Option  
Write a Final Report**



**Next Steps in the Project Development Process**

**Higher level of Detail  
Detailed Survey  
Look for ways to further  
minimize impacts.**



**Next Steps in the Project Development Process**

# Tentative NEPA Project Schedule

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- Close Public Comment Period: Jan 31, 2013
- Select/Announce Preferred Alternative (No Build, Build A, Build B): Spring 2013
- Final EIS: Fall 2013
- Issue Record of Decision: Winter 2014



# NEXT STEPS

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- Comments and Questions
- Review plans and speak to individuals
- Three ways to make your comments:
  1. Make a public comment
  2. Speak to the court reporter
  3. Submit comment cards through Jan 31<sup>st</sup>

---

Three Minutes Please

# **CORRIDOR PUBLIC HEARING**

**State Route 126 (Memorial Boulevard)  
Corridor Improvement Project**

**From East Center Street to Interstate 81 in Sullivan County, Kingsport, TN**

**TDOT PIN 105467.00**

**December 11, 2012**

**11:30 a.m. to 1:30 p.m.  
Kingsport Civic Center Auditorium  
1550 Fort Henry Drive  
Kingsport, TN 37664**

**6:00 p.m. to 8:00 p.m.  
Sullivan Central High School  
131 Shipley Ferry Road  
Blountville, TN 37617**





# *Welcome*

Thank you for attending this Corridor Public Hearing. Please take this opportunity to read the information provided in this handout to become better acquainted with the proposed project.

The purpose of this hearing is to gather information from you about the Draft Environmental Impact Statement (DEIS) prepared for this project, and approved by the Federal Highway Administration (FHWA) on January 5, 2012. As well, TDOT will share information on activities that have occurred since that publication of the DEIS.

Tennessee Department of Transportation (TDOT) representatives are available to answer questions regarding the project. Please take time to discuss the project with them. A court reporter is also available for those persons who desire to make a verbal statement about the project and want that statement included in the official transcript of this hearing.

A comment form is available at this Public Hearing for your use. Please take a moment to fill out the form and give us your opinion regarding the proposed State Route 126 Corridor Improvements. The information that you provide will be used by the FHWA and TDOT decision makers regarding final approval of the project.

Completed comment forms may be deposited in the box by the door as you exit. If you would like to complete your comment form later, you may submit written comments to:

**Public Hearing Comments**  
**SR 126 (Memorial Blvd) Corridor Improvement Project**  
**Tennessee Department of Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243**

All written comments submitted by mail must be post marked by **January 31, 2013.**

The agenda for this meeting is as follows:

- Informal Review of Project Plans and Informal Discussion with Project Team
- Welcome, Introductions, and Opening Remarks
- Presentation
- Formal Question & Answer Session with Panel
- Informal Review of Project Plans and Informal Discussion with Project Team

Facilitator:	
Mark Nagi	TDOT Community Relations Officer – Region 1
Project Panel List	
Jim Ozment	TDOT, Interim Director Environmental Division Mr. Ozment is responsible for the activities of the Environmental Division, which includes an Environmental Documentation Section.
Steve Allen	TDOT, Director Project Planning Division This division is comprised of three offices: Short Range Planning Office, Conceptual and NEPA Planning Office, and the Safety Planning and Travel Data Office.
Gary King	TDOT, Project Management Office Mr. King works with the Environmental Division Document Manager, Jonna Leigh Stack, and is responsible for coordination among TDOT divisions for this project.
Oliver Farris	TDOT, Region 1 Right-of-way Director This Division is responsible for the appraisal and acquisition of land needed for State roadway construction, and the relocation of affected families and businesses.
Ralph Comer	Assistant Chief, Environment and Planning Bureau This Bureau coordinates transportation and environmental planning for four Divisions: Environmental, Long-Range Planning, Project Planning, and Multimodal.
Stan King	Senior Manager, Environmental Consultant, Florence & Hutcheson This consultant firm assisted TDOT in the environmental document preparation.

## PROJECT DESCRIPTION

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve State Route (SR) 126. The limits of the 8.4 mile long project extend from East Center Street, within the City of Kingsport's City Limits, east to Interstate 81 (I-81) in Sullivan County, Tennessee. SR 126 is also known as Memorial Boulevard within the study limits.

SR 126 (Memorial Boulevard) is primarily a two-travel lane facility (one travel lane in each direction) throughout the study corridor. Each travel lane is approximately eleven feet wide. The existing right-of-way varies from approximately sixty feet to three hundred feet wide. The speed limit varies from thirty-five to fifty miles per hour. Many sharp curves and steep grades along the route are signed with supplemental speed plaques advising lower safe travel speeds than the posted speed limit. Many roadside hazards are located in close proximity to the travel lanes. Narrow shoulders are present along the majority of the route. Sidewalks are present along approximately 0.1 mile (1%) of the 8.4 mile long corridor. Curbs are located sporadically along the route, with the majority of the corridor having roadside ditches.

## WHERE TO VIEW THE DEIS

Printed copies of the DEIS are available for public review at:

Kingsport Mayor's Office  
225 West Center Street  
Kingsport, TN 37066

Kingsport Metropolitan  
Planning Organization  
201 West Market Street  
Kingsport, TN 37066

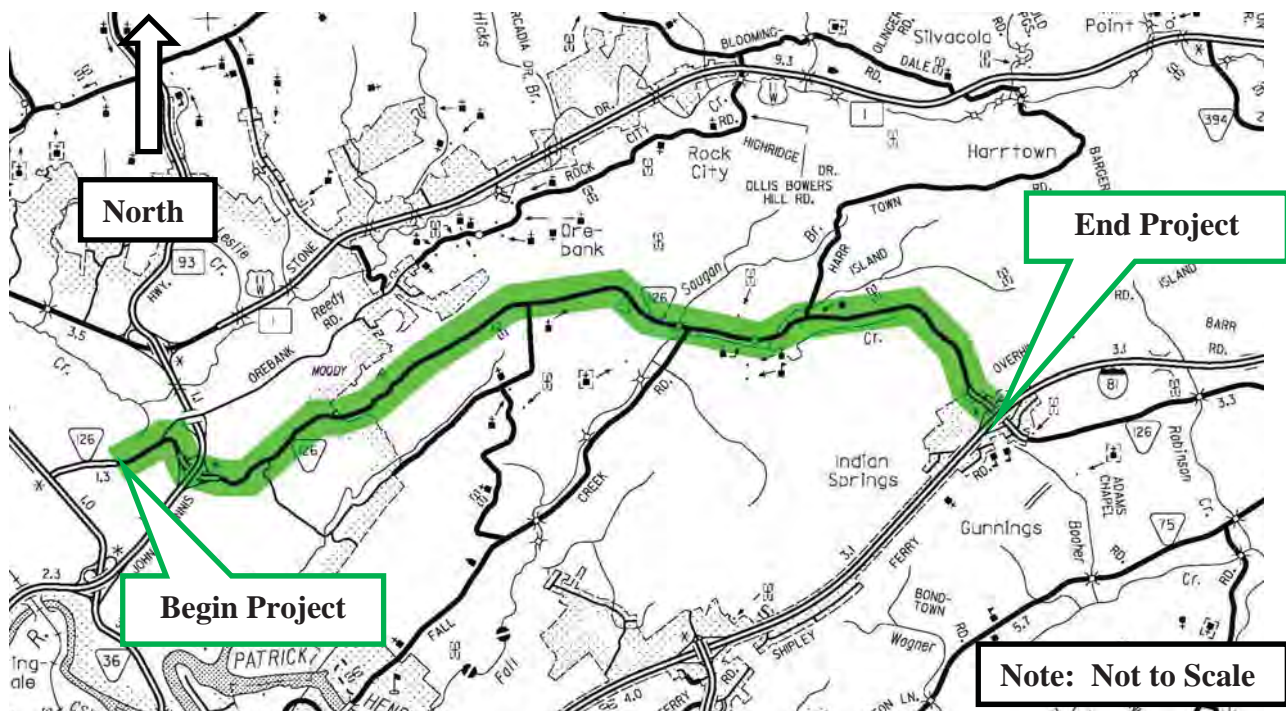
Kingsport Public Library  
400 Broad Street  
Kingsport, TN 37066

TDOT Region I  
Design Office  
7345 Region Lane  
Knoxville, TN 37914

An electronic copy of the DEIS is also available at:

<http://www.tn.gov/tdot/SR126>

## General Location Map



*From East Center Street to Interstate 81 in Sullivan County, Kingsport, Tennessee*

## REQUIREMENTS FOR ENVIRONMENTAL REVIEW

The National Environmental Policy Act (NEPA) requires that projects receiving federal funding or requiring major federal action (e.g., permits) undergo an environmental review process. Design, right-of-way acquisition, and construction of a project cannot proceed until this requirement has been successfully completed.



## **PURPOSE AND NEED OF THE PROJECT**

The purpose of the project is to provide a safe, efficient route for local traffic between the City of Kingsport and I-81. Improvements should be sensitive to the context of the different land uses along the corridor. Specifically, the improvements along the western half of the project, which is more commercial and residential, are proposed improve access management to adjacent businesses and homes and improved pedestrian and bicycle connectivity. The improvements along the eastern half of the project should complement the rural nature of the area.

The safety of the route needs to be improved. Crash rates observed along the entire SR 126 (Memorial Boulevard) study corridor exceed the statewide average crash rates for similar roadway segments. These needs for improved safety can be summarized as follows:

- The width of the roadway generally needs to be improved. Most of the existing roadway includes 11 foot wide lanes with narrow shoulders.
- The width of the shoulders need to be improved. The shoulders along the route are typically no wider than 2 feet and often not paved. The narrow shoulders, along with other existing geometric deficiencies, contribute to the high crash rates and create a less than desirable route for pedestrians and bicyclists.
- The geometry of the roadway needs to be improved. Numerous horizontal and vertical curves along the route are inadequate for the posted speed limit.
- Improved access management is needed along the commercial areas of the route. The public cited access onto SR 126 (Memorial Boulevard) as a major problem. Difficulty entering or exiting business parking lots was identified as a significant problem because of uncontrolled access to businesses along the roadway. Many of the access points are located near or within substandard curves or hills that limit sight distance for drivers attempting to turn into or out of the businesses.
- Improved response time for emergency vehicles is needed. With improvements, emergency vehicles would be able to respond more efficiently to emergencies within and near the project corridor. Wider shoulders would enable motorists to pull over and allow the emergency vehicles to pass through to their intended destinations. Current conditions along SR 126 (Memorial Boulevard) do not feature many areas for vehicles to pull over.
- Improved access for mail delivery is needed. Current geometric conditions along SR 126 (Memorial Boulevard) create bottlenecks during mail delivery. Wider shoulders would enable delivery vehicles to depart the travel lane and motorists pass more safely.
- Improved access for school busses is needed. Current geometric conditions along SR 126 (Memorial Boulevard) make it difficult for school busses to make turns. Wider paved roadway widths would improve accessibility for the school busses along the corridor.

Improved traffic operations are needed along the route. This will be the result of the improvements described above, which will result in better traffic flow.

## **ALTERNATIVES EVALUATED IN DEIS**

The No-Build and two Build Alternatives are currently under consideration for this project. The No-Build, or No-Action, Alternative makes no improvements to SR 126 (Memorial Boulevard) other than scheduled maintenance activities. Build Alternative A improves SR 126 (Memorial Boulevard) to a four-lane facility (two travel lanes in each direction) within the commercial and residential areas of the western half of the study corridor. The eastern half of the study corridor, which is rural in nature, will remain a two-travel lane facility. Improved shoulders will be provided along the entire corridor and sidewalks will be extended to the majority of the commercial and residential areas. Alternative B is a refinement of Alternative A. Alternative B utilizes the same proposed typical roadway cross sections as Alternative A, but the length of the four-travel lane section is reduced to minimize environmental impacts.

The No-Build Alternative does not meet the purpose and need of the project. The No-Build Alternative does not create a safer, more efficient route for local traffic between the City of Kingsport and I-81. The existing narrow lane and shoulder widths would not be improved. The numerous deficient horizontal and vertical curves would not be improved. These existing geometric deficiencies lead to the observed high crash rate along the route. The narrow shoulders and lack of sidewalks limit bicycle and pedestrian usage of the facility. The No-Build Alternative does not improve access management along the route. The existing poor access management contributes to poor traffic operations and higher crash rates. The No-Build Alternative does not improve traffic operations or travel times for commuters or emergency response vehicles.

Build Alternatives A and B both meet the purpose and need of the project. Both Build Alternatives create a safer, more efficient route between the City of Kingsport and I-81. Lane widths and shoulder widths will be improved along the corridor. Deficient horizontal and vertical curves will be improved. These geometric improvements will create a safer, more efficient route. The addition of wider shoulders along the entire corridor and sidewalks along commercial and residential areas will promote bicycle and pedestrian usage of the facility. Access management will be improved along the commercial areas of the corridor through the use of raised grass medians and curb and gutter. Throughout the entire study corridor access management will be improved by closing or realigning many side road intersections with SR 126 (Memorial Boulevard). Improved access management will improve the safety and efficiency of the route. Both Build Alternatives improve traffic operations and travel times for both commuters and emergency response vehicles. Both Build Alternatives A and B provide these improvements in a context sensitive design, preserving the rural nature of the eastern half of the study corridor.

## **ALTERNATIVE A**

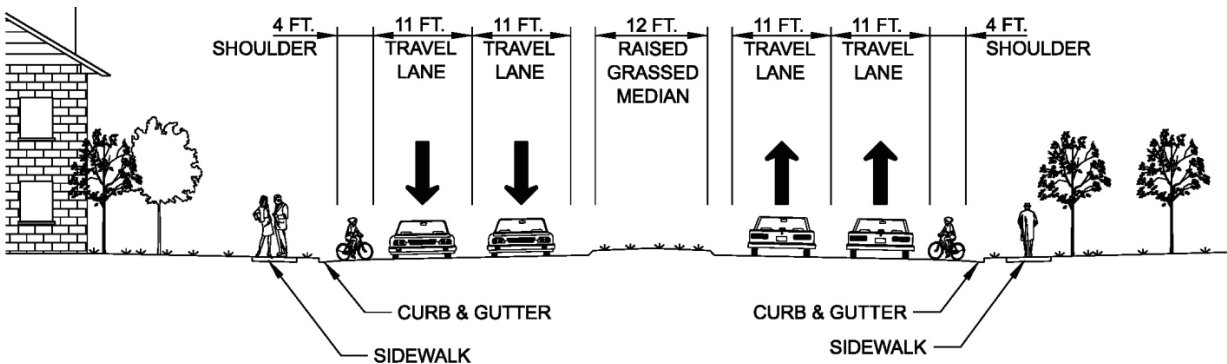
Build Alternative A improves SR 126 (Memorial Boulevard) to a four-lane facility (two travel lanes in each direction) within the commercial and residential areas of the western half of the study corridor. The eastern half of the study corridor, which is rural in nature, will remain a two-travel lane facility. Either a raised median or two way left turn lane (TWLTL) will be

provided along the majority of the route. Improved shoulders will be provided along the entire corridor and sidewalks will be extended to the majority of the commercial and residential areas.

Several different typical cross sections are proposed along the SR 126 (Memorial Boulevard) corridor. Additional right-of-way will be required along the entire corridor to accommodate the proposed improvements.

1. East Center Street (L.M. 3.72) to west of Hawthorne Street (L.M. 4.71)

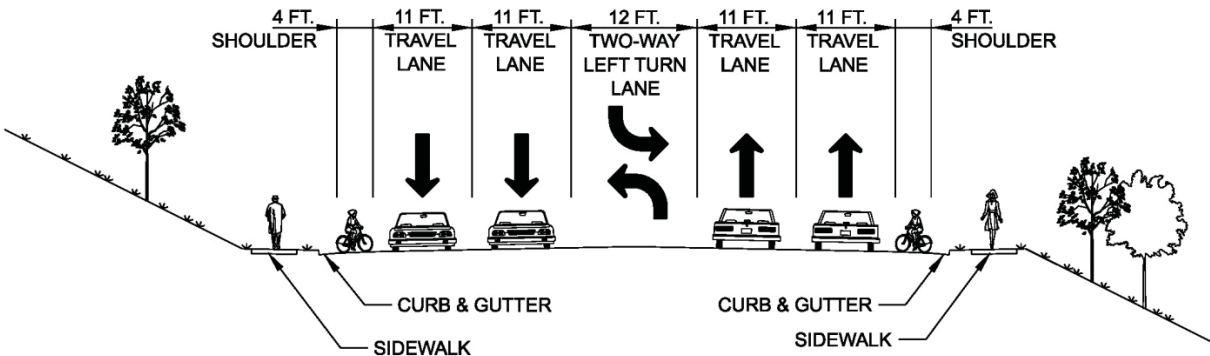
On the first 1.0 mile long segment from East Center Street to west of Hawthorne Street, the proposed cross section includes four travel lanes (two in each direction), a raised grass median, four-foot wide paved shoulders, and curb and gutter. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The four-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 35 miles per hour.



**SEGMENT 1 PROPOSED TYPICAL SECTION**

2. West of Hawthorne Street (L.M. 4.71) to Harbor Chapel Road (L.M. 5.18)

The proposed cross section of this 0.5 mile long segment of SR 126 (Memorial Boulevard) from west of Hawthorne Street to Harbor Chapel Road includes four travel lanes (two in each direction), four-foot wide paved shoulders, and curb and gutter. The median in this section will consist of a two-way left turn lane, instead of the raised grass median proposed in Segment 1. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The four-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 35 miles per hour.

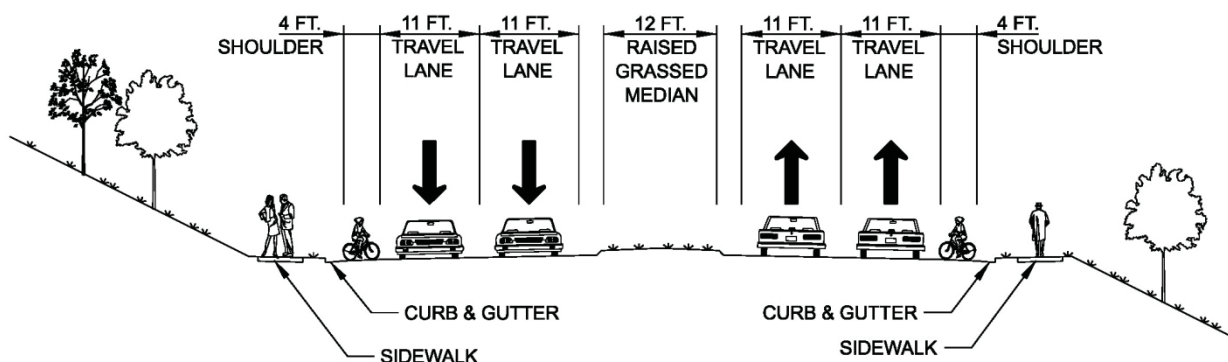


**SEGMENT 2 PROPOSED TYPICAL SECTION**

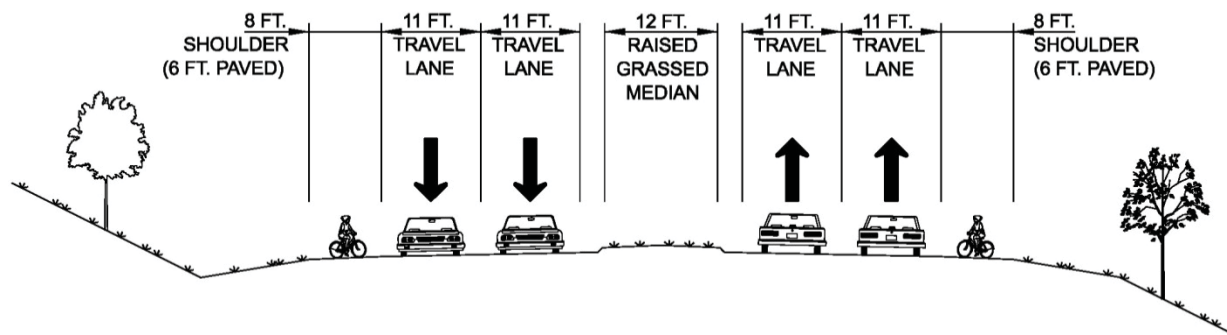


### 3. Harbor Chapel Road (L.M. 5.18) to Cooks Valley Road (L.M. 7.66)

The proposed cross section of this 2.5 mile long segment (Segment 3A) of SR 126 (Memorial Boulevard) from Harbor Chapel Road to Cooks Valley Road includes four travel lanes (two in each direction), and a raised grass median. The first 0.6 mile of this segment from Harbor Chapel Road to east of Old Stage Road includes four-foot wide paved shoulders, curb and gutter, and sidewalks on both sides of the roadway. The next 1.9 miles of this segment (Segment 3B) from east of Old Stage Road to Cooks Valley Road will not have curb and gutter, and instead will have roadside ditches for drainage. The shoulders will be eight feet wide, six feet of which will be paved. No sidewalks will be provided along this 1.9 mile segment between Old Stage Road and Cooks Valley Road due to the lack of properties fronting SR 126 (Memorial Boulevard). The travel lanes throughout the entire 2.5 mile long segment will be eleven feet wide. The four to six-foot wide paved shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



**SEGMENT 3A PROPOSED TYPICAL SECTION**

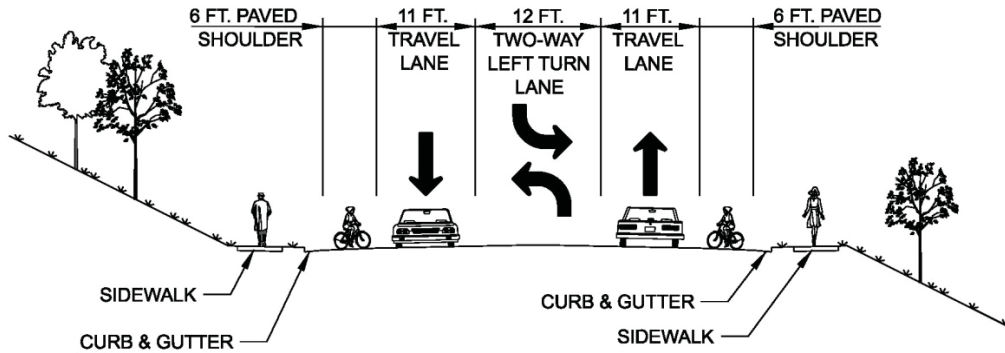


**SEGMENT 3B PROPOSED TYPICAL SECTION**

### 4. Cooks Valley Road (L.M. 7.66) to Harr Town Road (L.M. 10.11)

The proposed cross section of this 2.5 mile long segment of SR 126 (Memorial Boulevard) from Cooks Valley Road to Harr Town Road includes two travel lanes (one in each direction), six-foot wide paved shoulders, and curb and gutter. The median in this section will consist of a

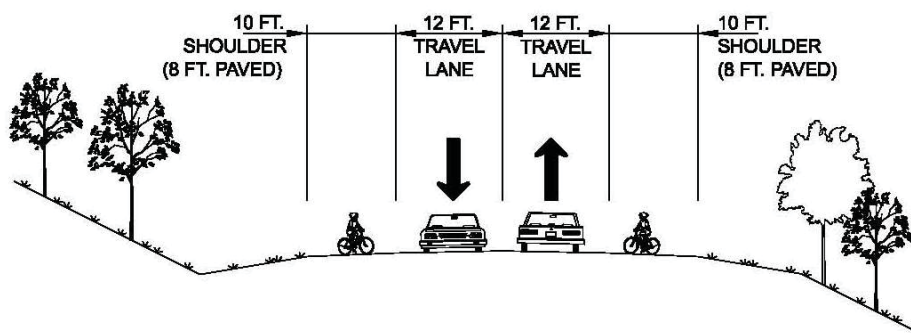
two-way left turn lane. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The six-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



**SEGMENT 4 PROPOSED TYPICAL SECTION**

5. Harr Town Road (L.M. 10.11) to west of Carolina Pottery Drive (L.M. 11.90)

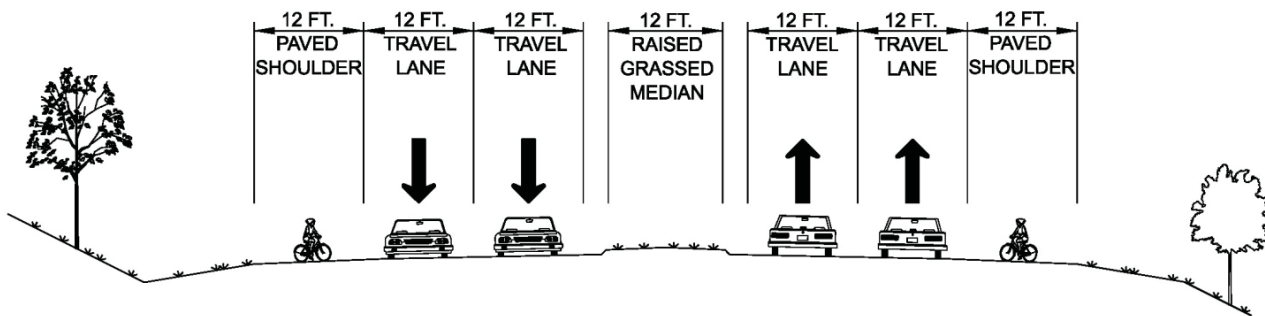
The proposed cross section of this 1.8 mile long segment of SR 126 (Memorial Boulevard) from Harr Town Road to west of Carolina Pottery Drive includes two travel lanes (one in each direction) with no median. This section will not have curb and gutter, and instead will have roadside ditches for drainage. The shoulders will be ten feet wide, eight feet of which will be paved. No sidewalks will be provided due to the rural nature of the surrounding community. The travel lanes will be twelve feet wide. Rumble stripes will be provided along the centerline of the roadway to deter drivers from crossing into the opposing lane. Rumble stripes will also be provided along the shoulders. The shoulder rumble stripes will include ten-foot gaps between thirty-foot rumble strip segments to accommodate bicyclists. The design speed of this segment is 45 miles per hour.



**SEGMENT 5 PROPOSED TYPICAL SECTION**

## 6. West of Carolina Pottery Drive (L.M. 11.90) to I-81 (L.M. 12.12)

The proposed cross section of this 0.2 mile long segment of SR 126 (Memorial Boulevard) from west of Carolina Pottery Drive to I-81 includes four travel lanes (two in each direction), and a raised grass median. This segment will not have curb and gutter, and instead will have roadside ditches for drainage. The shoulders will be twelve feet wide and paved. No sidewalks will be provided along this segment due to the rural nature of the surrounding community. The travel lanes will be twelve feet wide. The twelve-foot wide paved shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



### **SEGMENT 6 PROPOSED TYPICAL SECTION**

The proposed alignment of Alternative A generally follows the existing alignment. The proposed alignment shifts from side to side to minimize impacts, reduce earthwork volumes, simplify constructability, and improve the curvature of the roadway. Despite the effort to minimize impacts, considerable additional right-of-way will be required and many residences and businesses will need to be relocated. Numerous gravesites will also need to be relocated.

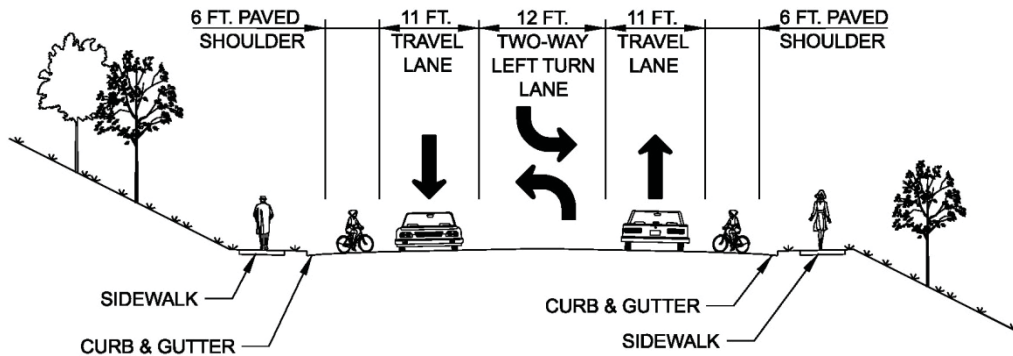
### **ALTERNATIVE B**

Alternative B is a refinement of Alternative A. Alternative B utilizes the same proposed typical roadway cross sections as Alternative A, but the length of the four-travel lane section of Segment 3 is reduced. As a result, the two-travel lane section of Segment 4 begins further west, near Lemay Drive, and is longer than in Alternative A. Retaining walls will also be utilized in the vicinity of historic Yancey's Tavern and East Lawn Memorial Gardens Cemetery. These modifications were made to minimize impacts to Yancey's Tavern and the East Lawn Memorial Gardens Cemetery located on opposing sides of SR 126 (Memorial Boulevard) in Segment 4. It should be noted that numerous gravesites will still need to be relocated with Alternative B. Additional changes incorporated into Alternative B include minor modifications of the proposed centerline to minimize excavation and fill impacts. Alternative B subsequently requires less additional right-of-way and impacts fewer residences and businesses than Alternative A.



#### Segment 4 Alternate B East of Lemay Drive (L.M. 7.20) to Harr Town Road (L.M. 10.11)

The proposed cross section of this 2.9 mile long segment of SR 126 (Memorial Boulevard) from east of Lemay Drive to Harr Town Road includes two travel lanes (one in each direction), six-foot wide paved shoulders, and curb and gutter. The median in this section will consist of a two-way left turn lane. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The six-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



**SEGMENT 4 ALT B PROPOSED TYPICAL SECTION**

#### **ENVIRONMENTAL IMPACTS**

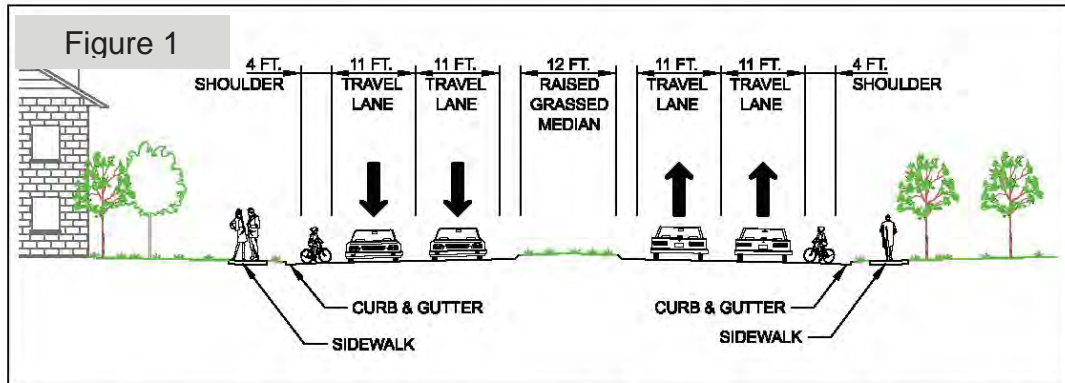
**Build Alternative** – The adverse impacts associated with this project involve:

- The displacement of ninety (90) to three hundred and fifty (350) graves, dependent upon which Build Alternative is selected.
- The displacement of one hundred and sixty two (162) to two hundred and forty one (241) residential relocations, dependent upon which Build Alternative is selected.
- The displacement of thirty (30) to forty-three (43) business displacements, dependent upon which Build Alternative is selected.
- There will also be temporary impacts during construction such as traffic delays, noise and dust. (See Summary Table)

#### **ALTERNATIVE B – REVISED DESIGN CONCEPT NOT EVALUATED IN DEIS**

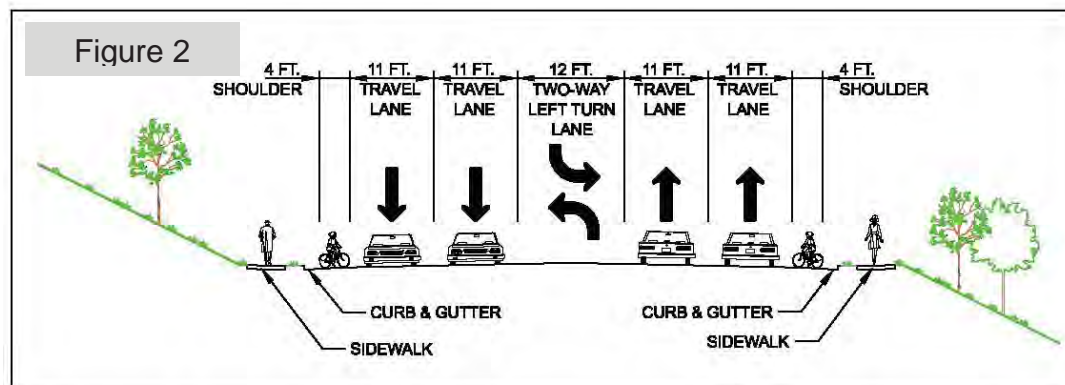
Since the approval and circulation of the Draft Environmental Impact Statement on January 9, 2012 updated traffic data has been developed and a new traffic capacity manual has become available. From these new developments, the Department of Transportation reevaluated the design of the alternatives and is considering changes that would reduce the number of project impacts. The design modifications being considered are described in the next four pages. (See Summary Table)

The original four-lane concept that extended from East Center Street to Lemay Road has been reduced in length. The revised design concept proposes a four-lane roadway from East Center Street to Harbor Chapel Road. The first segment of this four-lane beginning at East Center Street and extending to Hawthorne Street will have two, eleven foot lanes in each director separated by a twelve foot raised grass median with bicycle lanes and sidewalks on both sides of the roadway. (Figure 1)



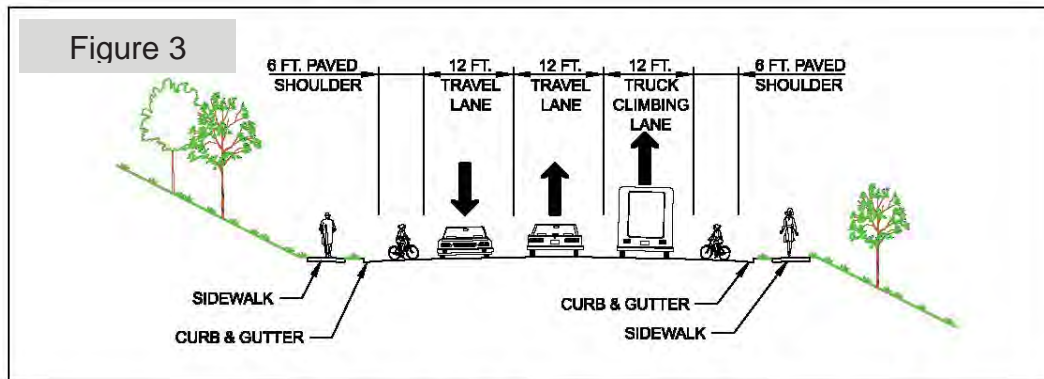
### From East Center to Hawthorne Street

At Hawthorne Street the grass median will transition to a two-way left center turn-lane and continue to Harbor Chapel Road. (Figure 2)



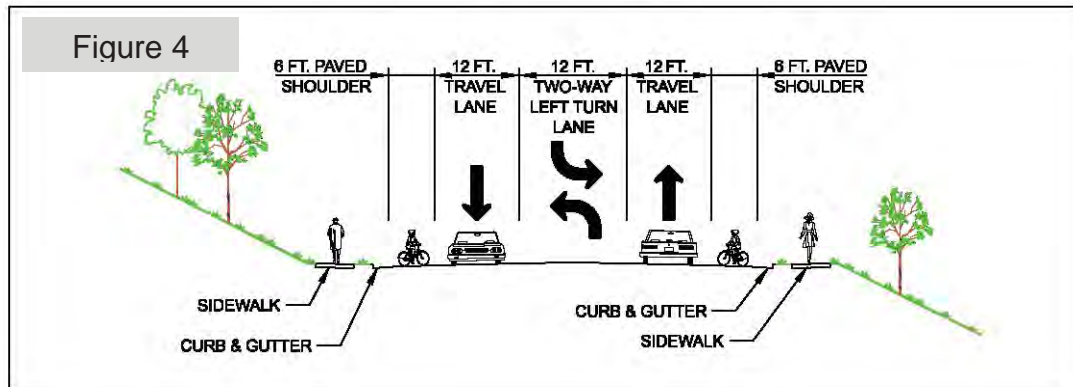
### West of Hawthorne to Harbor Chapel Road

At Harbor Chapel Road the roadway cross-section is reduced to a two-lane roadway (one-lane in each direction) with a twelve foot eastbound truck climbing lane. Sidewalks and bike lanes are proposed for both sides of the roadway. This three-lane roadway will continue to Old Stage Road. (Figure 3)



### From Harbor Chapel Road to West of Old Stage Road

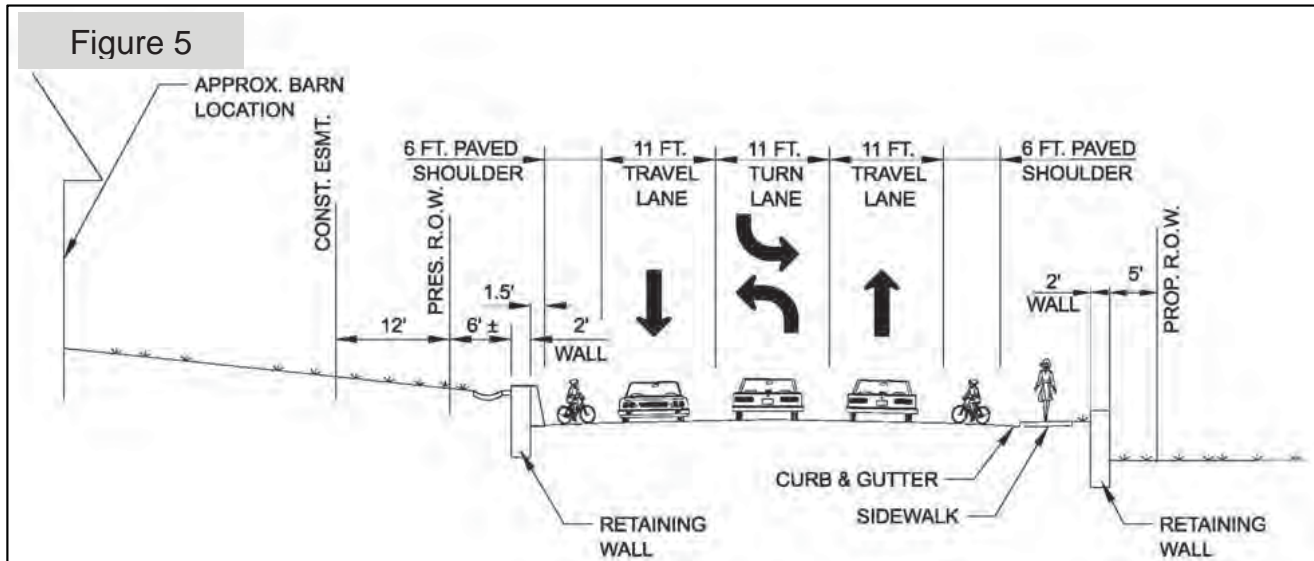
The three-lane roadway will transition near Old Stage Road to a two-lane roadway (one-lane in each direction) separated by a two-way left turn center lane, which is continued to Harr Town Road. Sidewalks and bike lanes are proposed for both sides of the roadway. (Figure 4)



### From East of Old Stage Road to Harr Town Road

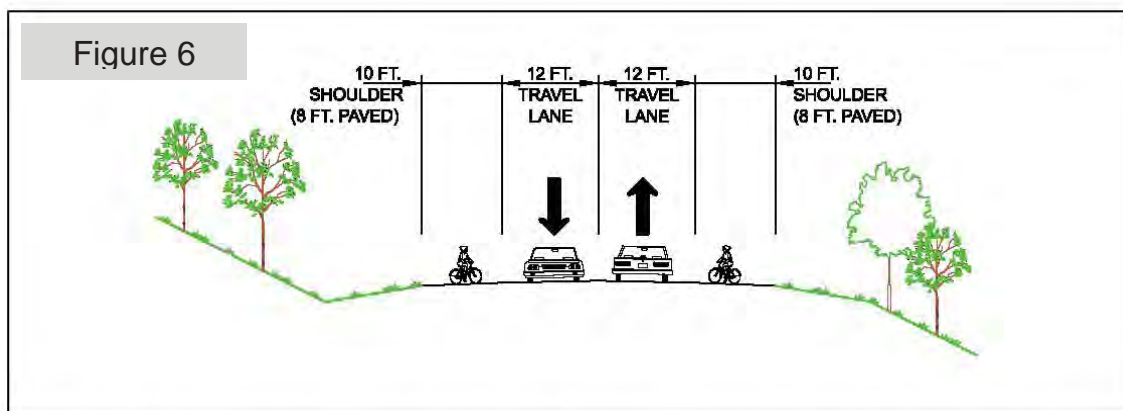


The proposed three-lane cross-section is compressed as it passes between Yancey's Tavern and the East Lawn Memorial Gardens. This design concept avoids taking property from the National Register Listed Yancey's Tavern and avoids displacing any known grave sites. (Figure 5)



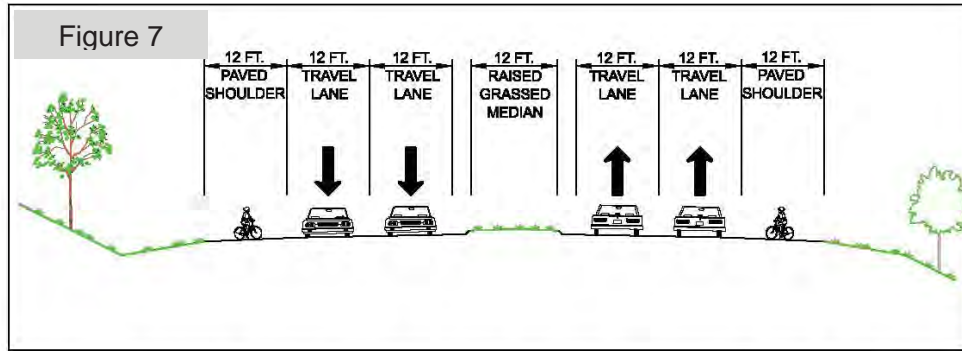
## Compressed Typical Section at Yancey's Tavern and East Lawn Memorial Garden

At Harr Town Road the roadway cross-section transitions to a two-lane roadway with ten foot shoulders and continues to Carolina Pottery Road. (Figure 6)



## From Harr Town Road to Carolina Pottery Drive

The roadway transitions at Carolina Pottery Road to a four-lane divided highway with a twelve foot raised grass median with paved shoulders and continues to Interstate 81 the ending point for this project. (Figure 7)



### From West of Carolina Pottery to I-81

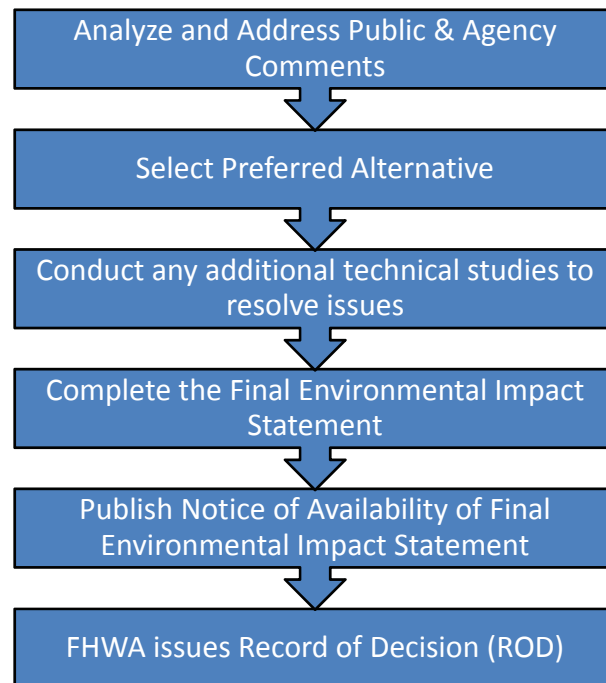
The revised design of Alternative B (B Modified) provides the same level of service as the alternatives proposed in the DEIS. The revised design reduces the cost and number of residential displacements, avoids Yancey's Tavern and avoids displacing all known grave sites, while offering the same level of safety improvements as Alternative A and B. The proposed revisions are shown on the exhibits being presented at the Corridor Public Hearing.

Summary of Project Data & Estimated Impacts for SR 126 (Memorial Boulevard)				
Item	No-Build	Build Alternative A	Build Alternative B	Alternative B Modified
Estimated Right-of-Way Acquisition (Acres)	0	239	121	100
Residential Displacements	0	241	162	104
Business Displacements	0	43	30	24
Non-Profit Displacements (Volunteer Fire Sta.)	0	1	1	1
Air Quality/Noise Impacts Requiring Mitigation	0	0	0	0
Archaeological Sites Impacted	0	0	0	0
Historic Sites Impacted	0	1	1	1
Section 4(f) Properties Impacted	0	0	0	0
Gravesites Impacted	0	350	90	0
Wetlands Impacted (Acres)	0	0	0	0
Stream Crossings (Linear Feet)	0	4863	3107	3107
Floodplains Impacts (Acres)	0	4	3.2	3.2
Forest Land Acquired (Acres) <sup>2</sup>	0	75	54.8	50+
Threatened/Endangered Species Impacts	0	0	0	0
Hazardous Material Sites Impacted (Parcels)	0	2	3	3
Farmland Impacted (Acres)	0	15	5	5
Total Estimated Project Cost	\$ -	\$ 120,316,000	\$ 99,565,000	\$ 97,000,000

1. The estimated ROW width is reported and based upon the typical width needed for each typical section. Actual proposed ROW widths will vary throughout the project based upon the use of slope easements, total versus partial property acquisitions, uneconomic remnants, etc.
2. Includes all forest land impacted within the estimated construction limits, which may be within slope easements and outside of the ROW limits

## NEXT STEPS IN THE ENVIROMENTAL PROCESS

The next steps in the environmental process for this project after this public hearing are illustrated below.



A Record of Decision must be issued prior to final design, right-of-way acquisition, purchase of construction materials, and the beginning of construction. The following federal and state actions will also be required for the implementation of the project:

- U.S. Corps of Engineers (COE): Section 404 permit under the Clean Water Act.
- Tennessee Department of Environment and Conservation (TDEC): Aquatic Resources Alteration Permit (ARAP).

## RIGHT-OF-WAY ACQUISITION AND RELOCATION

In order to minimize unavoidable effects of right-of-way acquisition and the displacements of people, TDOT will carry out a right-of-way relocation program in accordance with Tennessee's Uniform Relocation Assistance Act of 1972, and the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (P.L. 91646).

An information pamphlet "*Relocation Assistance Program*" is available and outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The brochure also outlines the eligibility requirements for receiving these payments.

TDOT will provide advance notification of impending right-of-way acquisition. The Right-of-Way Office has the responsibility, once a project is approved, of appraising, purchasing and, if required, assisting individuals, families or businesses in relocating.



Before acquiring property, all properties are appraised on the basis of comparable sales and land use values in the area. In some instance, for values of \$10,000 or less, this process might not be done. The value will be established by using real estate appraisers who will prepare, for TDOT's use, written appraisals using actual sales data in the surrounding community.

When an appraisal is necessary, the appraiser will contact each property owner and offer the owner the opportunity to accompany him on an inspection of the property. After the appraisal is complete, the Right-of-Way Appraisal staff will review and field check the findings for accuracy to ensure that everything relating to value has been considered in establishing the amount to be offered.

Owners of property will be offered fair market value for their property rights, as it is TDOT's desire to pay fair market value for the necessary property.

### **REGISTER YOUR COMMENTS**

You are encouraged to make a formal comment that will be incorporated into the official project summary in one of four ways:

1. Make an oral statement to the court reporter.
2. Submit your written comments tonight before you leave.
3. Make a comment and/or ask questions tonight during the formal portion of the hearing.
4. Mail your comments to the Department (postmarked by **January 31, 2013**) to:

**Public Hearing Comments  
SR 126 (Memorial Blvd) Corridor Improvement Project  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243**

\*Please make sure to include **your name and address** on your submitted comment form or letter so that it will be included in the official record.

### **FOR MORE INFORMATION PLEASE CONTACT:**

**JonnaLeigh Stack**  
TDOT Environmental Manager  
(615)253-2463 - [JonnaLeigh.Stack@tn.gov](mailto:JonnaLeigh.Stack@tn.gov)

**Gary King**  
TDOT Project Management Division  
(615)741-4777 – [Gary.King@tn.gov](mailto:Gary.King@tn.gov)



East Lawn Cemetery facing entrance and SR 126



Intersection of SR 126 and Chestnut Ridge Road



East Lawn Cemetery entrance and SR 126



Yancey's Tavern near intersection of Chestnut Ridge Road and SR 126

# PROJECT DEVELOPMENT PROCESS

## Environmental Impact Statement

# SR 126

**We are here.**  
**PUBLIC HEARING**  
Conduct NEPA Public Hearing

**FEIS**  
Prepare Final Environmental Impact Statement

Consider Agency and Public Comments

Consider Agency and Public Comments

**INFORMATION**  
**NEPA Public Hearing Web Site**

**ROD**  
Prepare Record of Decision and Publish in Federal Register

**INFORMATION**  
**Design Public Hearing Right-of-way Meeting Web Site**

**DESIGN**  
Determine the physical construction of the highway including how it would be constructed and with what materials.

Develop Design Plans

Develop Right-of-way Plans

Prepare Final Design Plans

The **Blue** signs represent opportunities throughout the studies for the public to stay informed and provide input. The **Green** signs indicate major activities occurring throughout the project development process.

**INFORMATION**  
**Public Meetings Web Site**

**DEIS**  
Prepare Draft Environmental Impact Statement

Determine Purpose and Need for Project and Develop Alternatives

Conduct Required Environmental Studies

Coordinate With Resource Agencies

**PROJECT INITIATION AND EARLY PUBLIC INVOLVEMENT**

**CONSTRUCTION**  
Construction Contracts are awarded and construction begins.

**RIGHT-OF-WAY**  
Purchase Needed Right-of-way

Acquire All Necessary Construction Permits

Finalize Construction Drawings

Coordinate Utilities Adjustment



Maintain Traffic



